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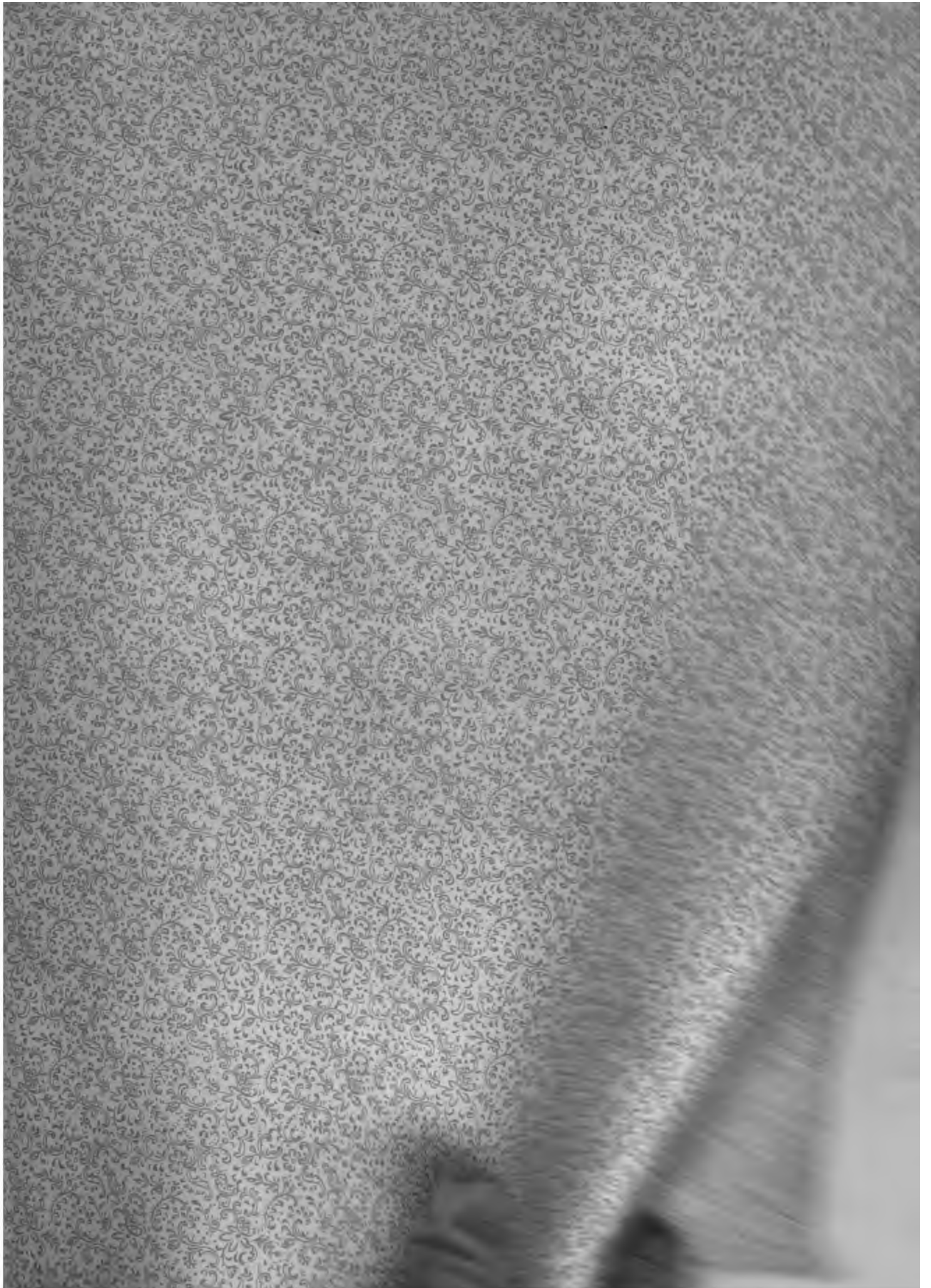
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THE CINCINNATI SOUTHERN RAILWAY

A H I S T O R Y



A COMPLETE AND CONCISE
HISTORY OF THE EVENTS
ATTENDING *the* BUILDING *and*
OPERATION OF THE ROAD.

*Edited Under the Direction of
Charles G. Hall.*

STANLEY LEE & CO.

CINCINNATI, OHIO, 1902

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QUEEN & CRESCENT ROUTE.
CINCINNATI, NEW ORLEANS & TEXAS PACIFIC RAILWAY CO.
(LESSEE CINCINNATI SOUTHERN RAILWAY.)

W. C. RINEARSON,
GENERAL PASSENGER AGENT.

PASSENGER DEPARTMENT.

Cincinnati, O., Nov. 15, 1901.

Refer to File.

In view of the great interest taken at the present time in the welfare of the Cincinnati Southern Railway, we take unusual pleasure in giving our unreserved endorsement to the publishing of a history of the building of the road and its operation.

The stirring events of the past twenty-five years attendant on the carrying out of this project for a line to the South make a history that reads like a romance.

The enthusiasm with which the city received the idea of building the road, the intense opposition that afterward developed to oppose it, the courage and tenacity with which the trustees and their friends pushed the road to completion, include within themselves the history of one of the greatest movements ever inaugurated by an American city for the protection and development of its commercial interests.

The publication is in able hands. It will be handsomely illustrated, authentic and comprehensive. Those portions of the book touching on finance and the relations of the road to the city will be compiled by Hon. H. P. Boyden, Ex-Auditor of the city, and the engineering features of the work by Col. George B. Nicholson, Chief Engineer of The C. N. O. & T. P. Ry.

W. C. Rinearson

*The Book: Its Sponsors and Purpose;
With a word, also, to the Subscribers as to
Their representation and illustrations.*

**This book is compiled under the authority and
with the assent and assistance of the pres-
ent lessee of the Cincinnati Southern Road.
It bears, therefore, virtually an official stamp.**



The graphic story of Cincinnati's tremendous undertaking in building a road into the South is told in the text that follows, and in the pictures illustrating the scenery, the historic associations and engineering features of one of the finest railway properties in the United States.

It is not a book of write-ups. Reference is made incidentally in the text to the commerce, manufactures and progress, banks, transportation facilities and schools in the cities along the line of the road; but no editorial recognition is afforded subscribers to the book beyond the explanatory titles under their cuts.

A fac-simile of the authorization for the book faces this page.

ILLUSTRATED AND PRINTED AT



THE INK USED ON THIS PUBLICATION
IS FURNISHED BY

THE AULT & WIBORG COMPANY,
MANUFACTURERS OF FINEST PRINTING INKS,
CINCINNATI, OHIO.

INTRODUCTORY

IN all the history of American municipal affairs, there is found no instance in which civic activity has come to the rescue of the commerce of the community in a way that will in any sense compare with the enterprise which led Cincinnati to begin, in 1869, the building of the Cincinnati Southern Railway.

As a study of economics, the experiment has drawn the attention of scholars; as a practical matter of business, it has preserved the continued growth and prosperity of one of America's fairest cities; as a financial investment, it now bids fair to bring to the city generous returns upon the amount involved.

Many of those public-spirited citizens, whose best energies were devoted to this enterprise, have passed away and the time is here when it would appear that the annals of the road should be written and preserved.



THE CINCINNATI SOUTHERN RAILWAY—*A History*

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The Cincinnati Southern Railway

A HISTORY



THE KENTUCKY RIVER. NEAR HIGH BRIDGE.

CHAPTER I.

A PROPHECY AND AN EMPIRE.



BOONE'S MONUMENT.

Daniel Boone lies buried in the Cemetery at Frankfort, and this monument marks his last resting place.

WHEN Peter Saulsbury, the peer of Boone and Kenton and Shelby, first took the Long Trail through the mountains of Tennessee and the open glades of Kentucky, he said to his companion, old Ephraim Norris, scout and Indian fighter by profession, "Eph, we shan't live to see it, I reckon, but our gran'children 'll be ridin' up 'n down these here valleys in spring wagons. An' the nighest Injun 'll be in — *not* Paradise!" Before the old hunters died and went each to his appointed place, as we all must, they spent some years in exploring the territory south of the Ohio River. Scores of times they were in peril of their lives. More than once they took refuge in Boone's Cave, still shown to tourists on the Kentucky River bluffs. Finally they made peace with their savage neighbors through their rescue of Chief Neh-quit-se's little son, who, wandering from the parental wigwam, was mired in one of the shaking sloughs found along the river. They took the little fellow within reach of home, and old Neh-quit-se vowed that while grass should grow and water flow, never again would he lift weapon against the pale

The Cincinnati Southern Railway

face, save in self defense. In token whereof he sent runners up and down the trails to say that the two white trappers had become Neh-quit-se's blood brothers and were not to be molested.



A STREET SCENE IN RUGBY, TENN.

Rugby was founded by Thomas Hughes, of "Tom Brown at Rugby" fame. The English colony has pretty much disappeared. Rugby is located 224 miles south of Cincinnati, near the line of the Cincinnati Southern.



THE HIGH BRIDGE TOWERS.

John A. Roebling, the engineer of the great Brooklyn Bridge, began in the year 1851 the erection of a suspension bridge where High Bridge now stands. The stone towers are all that is left of this abandoned plan. They have nothing to do with the present structure, which rests at either end on abutments chiseled out of the solid cliffs.

Thereafter, the hunters' expeditions were made with less need of vigilance, and once they went with their red brother to the Great Council, which convened in the country of the Miamis, where they met all the noted chiefs of the day at the Council Grounds, on the Ohio, opposite the mouth of the Licking.



LOCK No. 8, KENTUCKY RIVER.

This lock is located near Camp Nelson, a few miles above High Bridge. The Kentucky is now navigable, by means of these Government improvements from Valley View to its mouth.

This was the last important conference ever held on the site of Cincinnati. The river was full of canoes and "squaw boats" — dugouts these, and held in contempt by warriors. From Ohio and Indiana representatives of the tribes came — up the Babahatchie, the "Bubbling Water," now called the Emory, and down the south fork of the Cumberland they gathered to the tryst. Then it

was that the Indians decided to give up their lands, forsake the graves of their fathers and seek new homes, far from the encroachments of the pale faces. In truth it was time for the savage to go. Cabins were multiplying along the river and clearings were being made by settlers from North Carolina, Pennsylvania and the New England States. At Losantiville the first log cabin was built in 1787 or 1788, and in 1803, only fifteen years later,



THE OLD NATIONAL ROAD.

From Frankfort, Ky., to Maysville. The view shows the road at its entrance to Georgetown, west of the crossing of the Cincinnati Southern. Over this pike the Tennessee Presidents traveled to Washington. Santa Anna, after the Mexican War, traveled it, his life in danger at the hands of the Mexican War veterans.

the State of Ohio was admitted to the Union. This was largely due to the rapid growth made by Cincinnati, which in 1802 was incorporated as a town, having then a population exceeding 2,500.



POINT LOOKOUT, LOOKOUT MOUNTAIN.
Overlooking Moccasin Bend.



THE HARRISON MONUMENT.
Garfield Park, Cincinnati.

Cincinnati was then and is now a trading town, though that is not by any means her sole claim to eminence among cities. Very early in



THE LIMITED AT HIGH BRIDGE.
Showing the train after crossing the bridge coming north.

The Cincinnati Southern Railway



IN THE FAR-FAMED BLUE GRASS.

"The Meadows," a noted farm located in Fayette County, just outside Lexington, Kentucky.

her career—in 1816, in fact—she prepared herself for further commerce with the South than she had been able to achieve with sailboats and barges, by building a steamboat. This was not bad for a frontier town only nine years after Fulton took the *Clermont* on her trial trip on the Hudson.

Once started, the river trade grew enormously. Vicksburg and Memphis and New Orleans were brought near, and became distributing points for Cincinnati products.



THE HENRY CLAY MONUMENT.

As the train enters Lexington from the north, the monument can be seen through the trees on rising ground to the right. The great statesman's remains lie buried here. The monument was erected in 1857, by the Clay Monument Association.

JESSAMINE COUNTY COURT HOUSE.
Nicholasville, Ky.

Boats from Pittsburg, laden with Eastern and imported goods, tied up at the Public Landing and their contents were shifted into

the Ohio River steamers without being first warehoused, thus saving two handlings. They went down stream laden with boots and shoes, fine dress goods and muslin for the planters' wives and daughters; umbrellas and canes, hats and clothing for the men; jewelry, combs, fans, brushes, laces, gloves, and all the paraphernalia of fashionable toilet; calico, linsey-woolsey, manufactured tobacco, whiskey, furniture, carriages; the coarsest of horsehide brogans, the stoutest of jeans to clothe the slaves on the plantations and the luxuries of life in general for the owners. The return trips found the boats carrying rice and rice straw, sugar, cotton, semi-tropical fruits and tobacco.

Many substantial fortunes were founded by this trade, and the high standing of many



IN CHICKAMAUGA NATIONAL MILITARY PARK.
Monument erected on Snodgrass Hill by the State of Minnesota.

prominent business houses in Cincinnati dates back to the days when the ancestors of the firms as at present constituted made their quarterly and half-yearly trips down the river.

There was little change in the character of the cargoes until after the war. When the ex-slaves began to handle money and to know the joy of getting rid of it, the local trade of the section changed.



A BLUE GRASS VISTA.
Scene across country in the heart of the Blue Grass.

The Cincinnati Southern Railway

Little stores started up at every cross road, and where a village had owned one, it now boasted two or three. With this new factor to consider, the makeup of the goods changed considerably. Druggists who had begun



TIMBER ON LOOKOUT MOUNTAIN.

Splendid timber is found along the Queen & Crescent. Much of that in East Tennessee and North Georgia has never been disturbed by the lumberman.



A PIECE OF STRAIGHT TRACK.

The Queen & Crescent Route in the Cumberland Plateau.

to go forth in all the land showed calico with more colors, even if less calculated to resist wear. Many knickknacks, gaudy handkerchiefs, alluring ribbons, artificial flowers for millinery, took the place of more substantial goods. At the same time the salted and smoked meat trade, not hitherto brisk, began to pick up and the sale of flour for a little time doubled. "Plantation supplies," as outfits for the use of slaves were called, were no longer called for, but more agricultural implements were bought with the money they had formerly cost. And while some planters suffered financial ruin, many, after they



CINCINNATI WATER

recovered from the first shock and adjusted themselves to the new order of things, felt an actual relief that their responsibilities were so greatly lessened. They began to farm instead of riding around their plantations, and the tide of prosperity that had ebbed, flowed once more. Mines were opened, furnaces went in blast, factories were operated and the scars of war began



WASHINGTON PARK AND EXPOSITION BUILDINGS.
Cincinnati.



THE CAREW BUILDING.
Cincinnati.
General Offices Cincinnati, Hamilton and
Dayton Railway.

to be covered up, having healed over. Again, then, the rivers are full of steamers, even as they were before the war, and in ad-

dition, the long freight trains roll up and down the road, carrying everything, from the seed that goes into the ground and the raw material as it goes to the factory, to the finished product, boxed ready for the consumer. Every day in the year hundreds of cars



PUBLIC LANDING.



The Cincinnati Southern Railway

pull over the city's road, and the Long Trail that rustled under the Indian's stealthy tread, and felt the tread of the white man's moccasined feet, resounds to the rush and roar



POINT LOOKOUT. LOOKOUT MOUNTAIN.
Queen & Crescent trains pass over the tracks in the valley.



CINCINNATI SOUTHERN RIGHT-OF-WAY.
Showing the high state of efficiency as regards ballast, track, fencing, etc.

of the great compound locomotives, running swiftly and safely, a source of livelihood to many thousands. The building of the road was one of those events of which one is apt to say afterward, "Why, certainly, of course, obviously the only thing to do." And in truth, it was actual and very obvious need of better shipping facilities that brought the road into being.

No doubt you have observed that rivers are slow at best, and at times impossible—not to be used; besides



AT EMORY GAP.
The crossing of the Emory River, where it breaks through the abrupt walls of Walden's Ridge.



RACE STREET, CINCINNATI.
Looking north toward Seventh Street.

they do not run as accommodatingly as they might, and often choice territory, from a trader's point of view, lies far removed from a navigable stream. So it came about that, as early as 1836—it sounds a long while back, does it not?—a great effort was made to induce capitalists to build a railway from Cincinnati to the

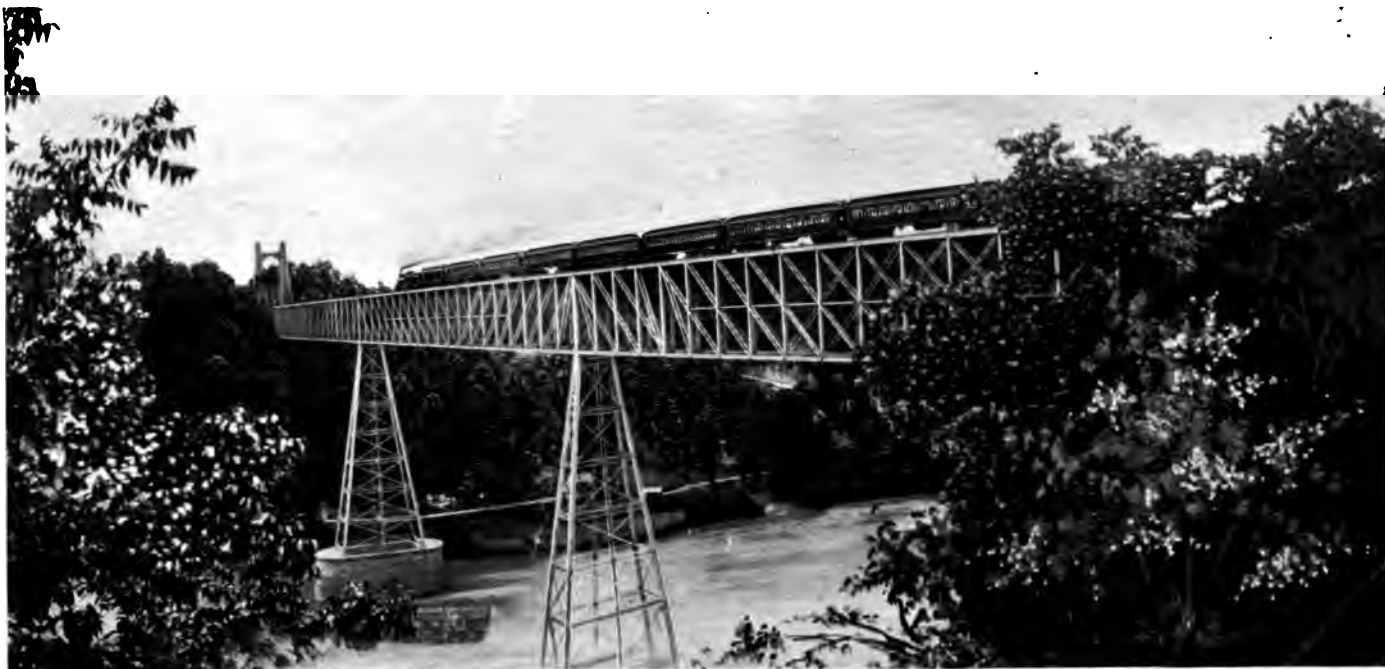
Southeastern seaboard. There were speeches and illuminations and Conferences of the Powers, but no railroads resulted.

Matters went on with occasional outbursts of enthusiasm up to 1860, when a million-dollar subscription was called for. Finally the city of Cincinnati, by special legislation, was authorized to "build and operate a railroad." The story of this building is told in another



IN THE CUMBERLAND FOOT HILLS.

A primitive mill on one of the tributaries of the Emory River, north of Harriman. This mill grinds eight bushels of corn per day.



HIGH BRIDGE, KENTUCKY RIVER.

A cantilever bridge, built without scaffolding. C. Shaler Smith, Engineer. First cantilever bridge erected in the United States, and at that time also the highest bridge in the country.



FRANKFORT, KENTUCKY.

Reached via Georgetown and the F. & C. Ry. The view above shows the Custom House and the old covered bridge across the Kentucky River.

place, and we shall not dwell on it here. Suffice it to say that this railway—the only one in the world built and owned by a municipality—has opened the way to an empire. Indeed this seems no misnomer, when one stops to think what the city's road means to the people north of the Ohio. The whole rich,

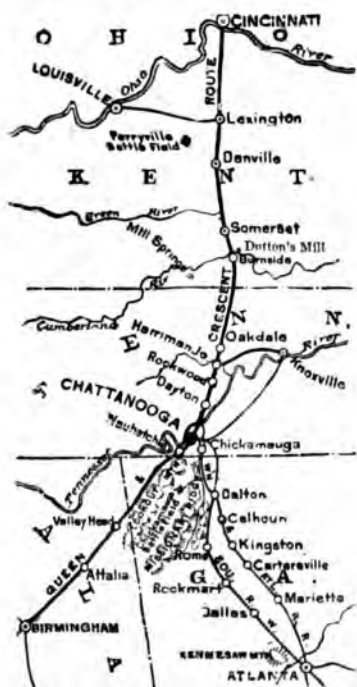
The Cincinnati Southern Railway

beautiful South has been made easily and quickly accessible—the Blue Grass Region, the tobacco and hemp lands, the fine timber, the mineral wealth, the thousands upon thousands of acres waiting to be cleared and cultivated—an empire is indeed included here. It is a far cry from these days of the Vestibuled Limited back to the pioneer times when

a stage coach made the trip to Lexington from Cincinnati in a day. Yet the stage coach marked as great an advance in its day as did the railway later on. It was among the first of the “spring wagons” prophesied by old Peter Saulsbury, and for its better accommodation were built those pikes for which Kentucky is famous. If the old hunter



FOUNTAIN SQUARE, CINCINNATI.
The Tyler-Davidson or Probasco Fountain.



BATTLEFIELD MAP.
Showing battlefields located on the line.



ON LOOKOUT MOUNTAIN.
An apple orchard owned by a Northern settler, located on the Southern end of the mountain, near Collinsville, Ala.

could come back for a while, he would be surprised, would he not? What could he say to the iron horse eating up the long miles between North and South; the beautiful cities, the thriving villages, the buffaloes' grazing ground sown to corn and wheat and tobacco; the vineyards, the orchards, the busy factories, and on the rivers where he used to paddle his canoe

the veritable floating palaces?

This Southland, tapped by the Cincinnati Southern, is so wonderful in products, in progress, in extent, that one never ceases to be surprised. Hers are the coal fields, deep, thick-veined, inexhaustible; hers the spouting wells of petroleum,



IN CHICKAMAUGA PARK.



THE CLAY HOMESTEAD, ASHLAND.

The great statesman's home, near Lexington, is not greatly changed from its appearance during his life. It is one of the most beautiful places in the State.

the mines of brown and red iron ore, the flowing springs of medicinal waters that the aborigines knew, and to which the ailing members of the herds came for healing; hers the dark, rich forests full of all woods suitable for the builder, the engraver, the carver; hers the fertile acres of cotton and corn, berries, peaches and veg-

etables in which lay the wealth of the Middle South. No other part of the country excels—and only California equals—the fruit-producing capacity of this section. For strawberries it is without rival, and its peaches equal in size and quantity and far surpass



THE NATURAL BRIDGE.

It is a sandstone arch, sixty foot span and thirty feet high, with a thickness of twenty feet at the crown. It is reached by a bridle path leading down from Beaver Gap through the forest. From its top one sees a wonderful panorama of rocks, crags and forest.



OLD BRIDGE ACROSS THE KENTUCKY.

At Camp Nelson, east of High Bridge. Henry Clay, while a Member of Congress, secured a Government appropriation for a National road from Maysville to Knoxville, of which this bridge is a part. When built it was said to be the longest span in America.

The Cincinnati Southern Railway

in flavor those of the Pacific Slope. With the fast freight trains run by the Cincinnati Southern, these fruits reach a ready market in the best possible shape, the bloom still



IN THE BLUE GRASS COUNTRY.

No finer railroad track can be found than that of the Cincinnati Southern, a stretch of which is shown here. Heavy steel, stone ballast and constant care make it well nigh perfect.



GENERAL BURNSIDE'S HEADQUARTERS. BURNSIDE, KY.

The house still stands. It was used as headquarters in 1863-64 at the time Burnside's base of supplies was at the head of navigation on the Cumberland River—Now the crossing of the Cincinnati Southern.

on the peaches, the berries whole and sound, beautiful to look upon and more than tempting to the palate.

Having made up her royal mind to build a railroad, the Queen City built it as it should be done. A common saying among railroad men is, that the line between Cincinnati and Chattanooga is the most completely-equipped piece of railway in the South. Every bit of apparatus approved by modern railroad practice, devised for safety,



THE UNIVERSITY OF CINCINNATI.

The history of the Cincinnati Southern is closely identified with Cincinnati's public institutions. The illustration shows the handsome buildings of the University in Burnet Woods Park.

speed and comfort, is in use. Electric block signals, interlocking switches at junctions and crossings, and electric gongs at highway crossings protect the traveler. The road is well kept up, being ballasted with crushed stone or furnace slag. The care that has been given to moving trains with speed and comfort is wonderful.

The points of interest along the road are many. There are medicinal springs, deposits of mastodon bones, monuments to departed heroes and statesmen, famous battlefields, beautiful and impressive scenery, more than one natural bridge,



IN THE NATIONAL MILITARY CEMETERY.

Camp Nelson, situated on the Kentucky River a few miles up stream from High Bridge.

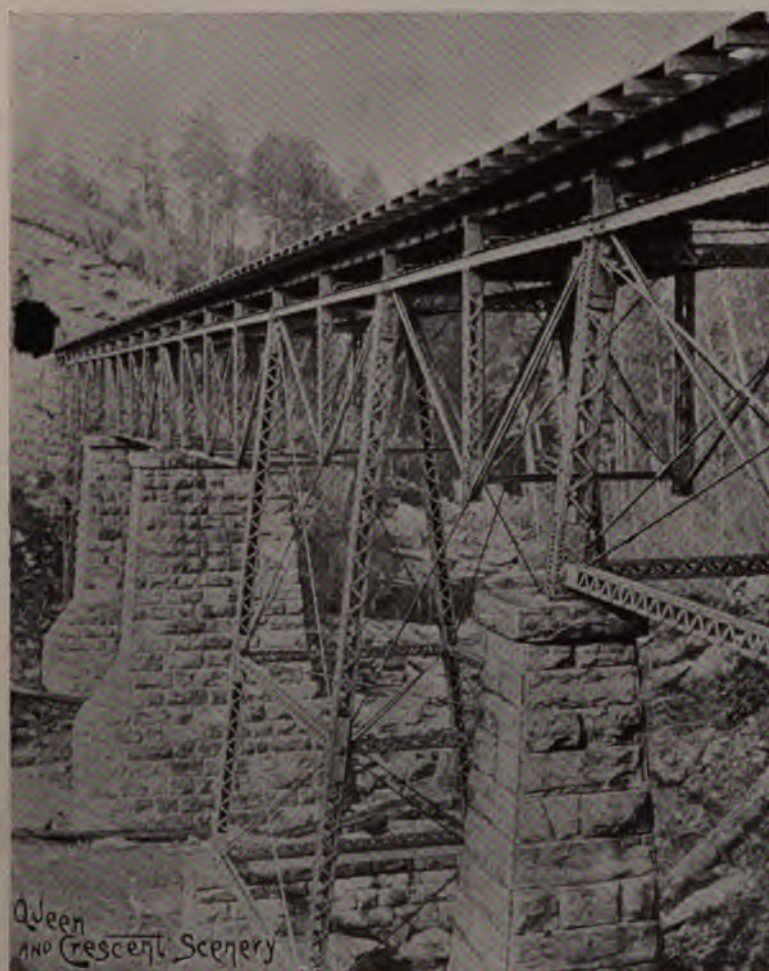
cataracts, caves and valleys without visible outlet. The landmarks of war add interest to the rich beauty of a hundred landscapes. The length of the Cincinnati Southern is marked by battlefields and the country is filled with legends of the old fighting days. Mill Springs, Perryville, Camp Nelson mark the line of conflict in Kentucky, and the National Military Park at Chickamauga is the center of the scene of battle in Tennessee.

At Chattanooga is a noted "City of the Dead," the National Cemetery, where nearly thirteen thousand soldiers "sleep the sleep that knows no waking." Hundreds of visitors come each year to visit the spot where these heroes

"Lie at rest,

With all their country's honors blest."

But the war is done. Its conflicts and its bitter feeling were



THE CUMBERLAND RIVER BRIDGE AT BURNSIDE, KY.

The Line passes abruptly from the bridge to the tunnel in the river cliffs.

The Cincinnati Southern Railway

forgotten when the blood-stained field of Chickamauga was made the camping ground, during the Spanish War, of men from Georgia, side by side with men from Michigan, united to withstand the foreign enemy, ready to fight with equal willingness under Fitzhugh Lee and Joseph Wheeler or under men who had led the Union forces in the sixties.



PATH ALONG THE CLIFFS. HIGH BRIDGE.

This path leads down the cliffs to the Shakertown Pike and its crossing over the wagon bridge below the railroad bridge.



IN CHICKAMAUGA PARK.

Monument to Thirty-Fifth O. V. I. erected by the State of Ohio, with one of the Government Observation Towers in the background.

The beauty, the mineral wealth and the agricultural resources of this Middle South are all great. Where war once raged and where the Indian once hunted and fished, the arts of peace are now being developed. The wealth of this Southern Empire in future years promises to be immeasurable.



BIRD'S-EYE VIEW OF LEXINGTON, KY.

Looking down Main Street toward the Court House.

CHAPTER II.

PRELIMINARY WORK.



FORT WASHINGTON.

Monument erected by the patriotic societies of Ohio on site of old fort, Third and Lawrence Streets, Cincinnati.

that day as to railroads, that it is said that, in the case of the Little Miami R. R., the locomotive was not allowed to enter the city, but the cars were drawn into town by mules for the reason it was thought that sparks might set fire to houses.

Cincinnati's river trade covered a wide western territory in those early days — commerce which, later on, was diverted to Chicago and St. Louis. The chief trend of her river commerce, however, was south; the city's merchants reached Louisville, Cairo, Memphis, Vicksburg and New Orleans by this direct and valuable means. With this trade in view, in 1836 a strong delegation was sent

THE movement which led to the building of a railroad through the Central South, with Cincinnati its northern terminus, began very early in the city's history. In February, 1836, in the midst of falling snow, the citizens held a grand illumination, accompanied by speech making and great jubilation in honor of the grant by the State Legislature of Kentucky for the Cincinnati, Lexington & Charleston R. R. The agitation of 1836 had resulted in the securing of private subscriptions to the amount of \$1,000,000 for the building of a line from Cincinnati to the southeastern seaboard. In this same year the Legislature (March 11th, 1836) granted a charter for building the Little Miami R. R. This road was completed between Cincinnati and Xenia in 1844. In 1851 the Cincinnati & Hamilton R. R., the forerunner of the present Cincinnati, Hamilton & Dayton Ry., was opened for business. So primitive were the ideas in



ALONG THE EMORY RIVER.

This mountain stream rushes alongside the track for fifteen miles, from near Nemo to Harriman Junction, in a most picturesque fashion. The pine-clad hills run down to the water's edge; the stream tumbles and rushes over rocks and boulders.

The Cincinnati Southern Railway

from Cincinnati to the "Great Southwestern Railroad Convention," held at Knoxville, and presided over by Governor Hayne of South Carolina. This convention was attended by delegates from practically all of the Southern



THE PALISADES - KENTUCKY RIVER.

Passing through the small tunnel after leaving Wilmore, Ky. (southbound), the train emerges on the high cliffs of the river. Skirting along their western crest for some two miles the scene to the east, up and down the gorge of the river, is most impressive.



AT HIGH BRIDGE.
On the path under the cliffs.



IN THE CUMBERLAND PLATEAU.

Showing standard track along the Emory River. The river flows through the gorge to the left.

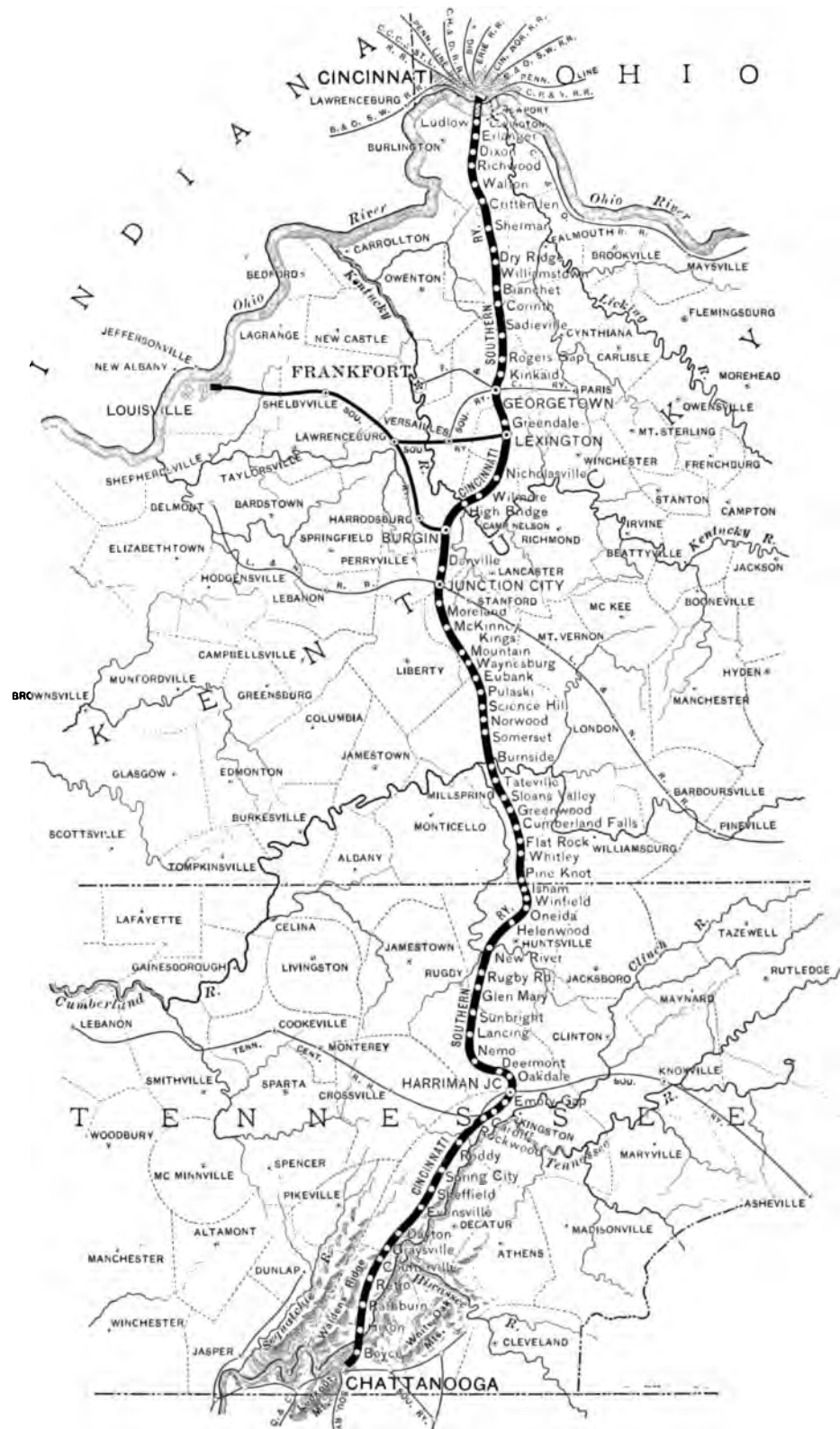


IN CHICKAMAUGA PARK.

States, who enthusiastically discussed the question of rail road facilities, with the result that it then looked as though a line would certainly be built to Charleston without loss of time. The financial crash of 1837, however, stopped all plans in this direction.

During the next ten years, various unsuccessful companies were exploited and given a great deal of encouragement

toward building a railroad to some point in the South, to be selected later. Public sentiment loudly called for it, and what, at first, seemed a matter of expediency grew, later, to be a crying necessity which could no longer be ignored. Local capital had built the Little Miami and the C. H. & D. roads, to which reference has just been made, and it is small wonder that the city should now feel equal to the gigantic task of building a railroad into the mountainous country to the southward. The prevalent idea at this time was to have the road built by private subscription; and to understand fully the causes which led to the building of the road finally by the municipality, attention is called to the fact that the Western States were, at that time, overrun with wild-cat schemes for building canals, railways, turnpike roads and other internal improvements, many of which were not needed, and but few of which ever attained to completion. Townships, counties and cities rushed recklessly into the issuance of bonds, turning over the money to private corporations (in most cases) in the shape of a bonus in return for stipulated work on their part. About 1850 a reaction began to set in against these corporations which had received state aid. Financial ruin stared the citizens in the face and the states and counties did not hesitate to make use of acts of repudiation as their only means



THE CINCINNATI SOUTHERN.

A correct County Map of the Line of the Cincinnati Southern Railway and the territory through which it passes.

of relief. One result of this reaction in Ohio was, that a constitutional convention incorporated into the constitution of the State an article forbidding any township, county or city to raise money or loan its credit to the aid of any private corporation or association. In Cincinnati, this new proviso seemed to be the death blow of the



GOVERNMENT LOCK No. 6,

On the Kentucky River, located just below the Shaker ferry, near the railroad bridge.



ON LOOKOUT MOUNTAIN.

Northern fruit growers have made the hills of Northern Georgia and Southern Tennessee produce some of the finest fruit in the world. The illustration shows a peach orchard on the slopes of historic old Lookout.

city's pet plan for a railroad. For fifteen years a succession of companies had been formed, and a succession of surveys had been made for a road to be built with the assistance of the municipal credit.

This new constitutional amendment promptly settled the question of Cincinnati's Southern enterprise, so far as its being built by a private corporation was concerned, and was responsible for the great financial venture, finally made, which stands to the present time as the only instance where civic activity has led an American city to attempt an undertaking of such scope as that



THE BABAHATCHIE INN.

View at Oakdale. The Emory River flows at the foot of the hills through the foliage on the left.

included in the building of Cincinnati's line of Southern communication.

Meanwhile, the advantages of water transportation, by which Cincinnati had held the trade in the Northwest, were being offset in many ways, such as the building of the Chicago & Rock Island R. R. in 1854, which made Chicago a favored competitor for Western trade.* St. Louis, too, each year had built increasing mileage of railroad into Illinois and also into the Western country. Three lines of railroad now reached the Eastern



ONE OF THE BYWAYS NEAR HARRIMAN.



CLIFFS ON EMORY RIVER.

seaboard, putting the West into direct communication with New York, Philadelphia and Baltimore; and traffic that had heretofore gone through Cincinnati, coming from Pittsburgh via the river, was now lost. The most serious factor in the case, however, rose in

* As late as 1872, the author of "Cincinnati, Past and Present," says: "The title of Porkopolis, so long assumed by Cincinnati, should of right be transferred to Chicago, which city has surpassed us in this business for the past few years; but with the facility of an uninterrupted system of railroad communication with the South, a consummation which will only be the work of a brief period, there is every prospect of regaining our supremacy."

The Cincinnati Southern Railway

1859, when the Louisville & Nashville R. R. was completed from Louisville, Ky., to Nashville, Tenn., connecting at the latter point with Knoxville, Chattanooga, Augusta, Charleston and Memphis, and almost every important Southern city.

From henceforward the river trade to the South must necessarily give way largely to the rail line. This aspect of the situation grew very grave and the question resolved itself



THE RESERVOIR.
Eden Park, Cincinnati.



CHAMBER OF COMMERCE.
Fourth and Vine Streets, Cincinnati.
City Ticket Office Cincinnati, Hamilton & Dayton Railway.



YOUNG MEN'S CHRISTIAN ASSOCIATION.
Seventh and Walnut Streets.
Cincinnati.

into rivalry between Louisville and Cincinnati for the possession of the Southern trade which Cincinnati had hitherto enjoyed. The Louisville & Nashville road was owned by Louisville people and was known as a "Louisville" road. The

rates for freight from Cincinnati to the Southern cities were made by adding the river charge from Cincinnati to the rail charge from Louisville. The Southern merchants were not likely to come to Louisville by rail, and travel 150 miles further by water, in order to buy goods at Cincinnati from merchants who were unable to sell to advantage while these



ART MUSEUM,
Eden Park, Cincinnati.



GOVERNMENT BUILDING,
Government Square,
Cincinnati.

One of Cincinnati's finest public buildings.
Erected at a cost of \$5,000,000.

freight discriminations existed. The rivalry between the two cities grew to such an extent that it was said freight shipments were seriously delayed at Louisville, and the Cincinnati Board of Trade kept a special representative at Louisville for the purpose of seeing that the transfer of shipments was not unnecessarily held back.

Heretofore, a line of railway South had been a question of public expediency, but the competition of the sister city at the Falls of the Ohio now brought the question of a new means of communication home to Cincinnati as a matter of immediate necessity. Without such direct



EDEN PARK, CINCINNATI.
The Main Entrance, Gilbert Avenue.

The Cincinnati Southern Railway

means Cincinnati could no longer continue in possession of the trade that was her only reliance for future growth. The city's commercial life was in jeopardy and many propositions were made in regard to a means of avoiding the constitutional bar which



THE LATE RICHARD NELSON.

Founder of
Nelson's Business College.



CLASSROOM NELSON'S BUSINESS COLLEGE.

Fourth Floor Odd Fellows Building, Seventh and Elm Streets, Cincinnati.

prohibited municipal assistance. Private enterprise had now proven itself not equal to the occasion. One of the last efforts of this sort was made in 1859. The Kentucky Central had already built a line from Cincinnati to Lexington, and the Cincinnati, Lexington & East Tennessee road extended from Lexington to Nicholasville. The Lexington & East Tennessee made a proposal looking to the extension of their line

from Nicholasville to Knoxville, Tenn., if Cincinnati would raise \$1,000,000 as a bonus. Half of this amount was secured, but at that point subscriptions began to lag. The plan was modified considerably afterward, but finally threatening rumors of oncoming war withdrew public attention from it altogether and nothing was done with it.

When, in 1861, war was declared, and the green Kentucky hills across the river



TYPEWRITING DEPARTMENT NELSON'S BUSINESS COLLEGE.

Seating Capacity, 50 Pupils.

became the outposts of the army, the men who had been talking about building railroads laid aside their plans and began to guard their homes and to give their services to the army and navy. Military men, on the other hand, took up the work where it had been left off; they saw the need of a line of rail communication south, and thus it came to pass that while business depression and financial distress seemed to obliterate all chances for expansive measures, and while the threatened disruption of the Union apparently doomed the city's trade in the South to a complete and lasting annihilation, this same war was to be the cause which led to the first enduring efforts in connection with a line to the South, with the actual survey of what is now a large portion of the Southern Railroad, and the demonstration of its practicability from an engineering standpoint.

President Lincoln, in his message to Congress, December, 1861, strongly recommended General Burnside's idea of a



H. E. HANNAFORD.
Of Samuel Hannaford & Sons, Architects,
Hulbert Block, Sixth and Vine Sts.



SAMUEL HANNAFORD.
Of Samuel Hannaford & Sons, Architects,
Hulbert Block, Sixth and Vine Sts.



C. E. HANNAFORD,
Of Samuel Hannaford & Sons, Architects,
Hulbert Block, Sixth and Vine Sts.

military line from Nicholasville, Ky., to Knoxville, Tenn. General Burnside was then in command of

the Army of the Cumberland, and under his supervision Mr. W. A. Gunn, of Lexington, afterward employed by the Trustees to make the final surveys, made a survey of the line from Lexington to the Cumberland River, and drafts of negroes were actually made to begin preparation of the grade. It is quite likely that Government ownership of railways would have received a practical trial at this early day, in the shape of a line from Cincinnati south, had it not been for the length of time it takes to build railroads and the uncertainty of military movements.

The war over, and the armies disbanded, it began to appear that the South must move forward commercially and socially on new lines, and that her trade must rapidly expand. Cincinnati found herself in a critical condition from a commercial standpoint. Chattanooga as a distributing point to the South could only be reached by water to Louisville, thence by rail to Nashville. This was a circuitous route, and as already

The Cincinnati Southern Railway

stated, Southern merchants were very much averse to passing by Louisville to come to a city in a Northern State, from which freight rates were higher, to buy goods that could as well be bought elsewhere. A final appeal was made to the idea of private

subscriptions in the spring of 1867, when the Atlantic & Great Western Railway agreed to secure the Lexington & Danville and extend it to some good Southern center if a sufficient bonus were raised.

In 1865, Hon. James Dalton, a Cincinnati merchant, introduced in the Ohio Legislature a bill providing for the building of a road from Cincinnati south, but it failed to produce any immediately tangible result.

It fell, in the course of events, that a young attorney



THE CINCINNATI TRUST COMPANY,
S. W. Cor. Fourth and Walnut Sts.

Banking, Savings Bank and Trust Business. Safe deposit boxes for safe keeping of valuables. Both commercial and savings deposits accepted. Unusual facilities offered customers for the safe handling of trust funds.

at law, E. A. Ferguson, should assume the leadership for which the city now waited, that his clear views of the requirements of the case should cause him to call meetings of the citizens, secure the introduction and passage of a bill authorizing the city itself to build the road, finance it and receive the usufruct into its treasury in later years. He had given considerable thought to the constitutional provision forbidding the city to loan money to a private corporation to build a road and he could see nothing in it that would prevent the city building its own road.

On November 26, 1868, he made this astonishing proposition public by furnishing the press with a draft of a bill which it was proposed should be submitted to the Legislature that winter. The question was widely discussed and a memorial was presented at Columbus by a committee from the City Council, the Chamber of Commerce and the Board of Trade, asking that the bill be passed. The committee was well received at the State Capitol and the amended bill



HON. AUGUST HERMANN.

President Waterworks Commission and prominent Cincinnati.

was finally passed by the Senate on April 28th, 1869, and by the House a week later. The bill in question provided that whenever the City Council of Cincinnati (a city of the first class having over 150,000 population) should declare it essential to the city's interests to provide a railway, one terminal of which should be at Cincinnati, and a majority of the city's qualified electors, at a special election held for that purpose, should approve such declaration, it should be the duty of the Superior Court of that city to appoint five trustees to carry out the will of the electors. The trustees were to hold office during good behavior, were empowered to contract loans, issue bonds, supervise construction, and report their receipts and disbursements annually to the City Council. It provided for the issuance of bonds to the amount of \$10,000,000 for this purpose. These bonds were secured by mortgage on the road when built, by the good faith of the city and by an annual tax levy to cover interest charges and provide a sinking fund for their redemption. The maximum interest rate was fixed at 7 $\frac{3}{8}$ per cent., and the bonds could not be sold for less than their par value. Much rejoicing was indulged in by the people and no time was lost in putting these new powers into effect.

The City Council at once passed the necessary resolution, and on June 26th the special election was held and the question carried. The Superior Court, on the petition of the city solicitor, handed down the names of the first Board of Trustees and the great enterprise seemed finally to be an assured fact. The city had been shown to be almost unanimous in its favorable opinion of the plan. Public enthusiasm ran high, merchants had rosy visions of the city growing like an enchanted tree and hopefulness was the order of the day. The delays in legislation, the discouragements and the near approach to complete failure which were in the future were not then dreamed of unless by a very few.

CINCINNATI DAILY ENQUIRER, WEDNESDAY

ANTAGONISM.
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CINCINNATI AND THE SOUTHERN RAIL-ROAD.
 Below we print a bill drawn by an eminent lawyer of this city, to be introduced at an early day in the present session of our State Legislature, designed to secure the completion of the long-proposed railroad connection between this city and the South. Of the importance of this measure it is unnecessary for us to speak. We have often discussed it, and always to commend it. The bill, as drawn, meets the approval of our people, irrespective of party lines or political complexion. It is approved as the true and only solution of a great problem, and the achievement of a great purpose. Cincinnati needs this Southern railroad. Her people have felt its necessity for more than twenty years, and have more than twenty times essayed to build it. They now ask the Legislature to pass the subjoined bill as the surest and speediest way of doing the work. We trust they will not be disappointed; and we can assure all our friends at Columbus that in giving their assent to it they will do much to increase the wealth and prosperity of Cincinnati and of the State of Ohio.

A BILL RELATIVE TO CITIES OF THE FIRST CLASS, HAVING A POPULATION EXCEEDING ONE HUNDRED AND FIFTY THOUSAND INHABITANTS.

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That whenever, in any city of the first class having a population exceeding one hundred and fifty thousand inhabitants, the City Council thereof shall, by a resolution, passed by a majority of the members elected thereto, declare it to be essential to the interests of such city, that a line of railway, to be named in said resolution, should be provided between termini designated therein, one of which shall be such city, it shall be lawful for a Board of Trustees, appointed as herein provided, and they are hereby authorized to borrow, as a fund for the purpose, not to exceed the sum of _____ millions of dollars, and to issue bonds therefor, in the name of said city, under the corporate seal thereof, bearing interest at a rate not to exceed _____ per centum per annum, payable at such times and places, and in such sums, as shall be deemed best by the Board of Trustees, and the bonds shall be signed by the _____ and attested by _____

To the Editor of the Enquirer:
 In your issue of the 25th inst. an editorial under the above heading was published. In it, you mention the name of Mr. Tyce Francis Train, and the result in an "insult." He can talk by the order. The "insult" is a mere name. For the most part, he will admit the use of it. It requires but an instant to discover its peculiar infamy. He has persuaded of a free pulpit. He became the champion of the cause. He would please more than his eccentricities, the free his peculiarities, and of his duty "to turn." Nothing is should admire his made in the determination to the doctrine, Church to which he can do by the Church. He can be the champion of a preach the gospel to persuade to hear him. But this does not err of a free pulpit have the liberty of church under for man to and words plain and utmost rec. The men similar in be condemn tary. Why ministry.

The above is a photographic reproduction of an editorial which appeared in "The Enquirer" of Wednesday, November 25, 1868. Throughout the long, drawn-out controversies concerning the building and operation of the road The Enquirer has always taken an active interest in what has been said and done, and done much editorially to help mold public opinion.

CHAPTER III.

THE BOARD OF TRUSTEES AND THE ADMINISTRATION OF THEIR TRUST.

By H. P. BOYDEN.



HON. EDW. A. FERGUSON.

Author of the enabling act, known as the Ferguson Bill, Member of the Board of Trustees from June 30th, 1869, to the present time, and known as "The Father of the Cincinnati Southern Railway."

THE Ferguson bill received at once, on its publication in the autumn of 1868, the cordial and strong support of the entire press of the city. The Chamber of Commerce, Board of Trade and City Council indorsed it; and later, when it was attacked in the courts, its constitutionality was upheld in both the Superior Court of Cincinnati and the Supreme Court of Ohio. In his essay on "The Cincinnati Southern Railway," Mr. Hollander pronounces the act as "among the most original and ingenious pieces of American legislation." Within a week after its passage by the Legislature delegations began to come into the city in behalf of Knoxville, Nashville and Chattanooga as the Southern terminus. Columns of the newspapers were devoted to their various statements and arguments. The act, it will be remembered, had ingeniously stipulated that the road was "to be built to a given point," and provided that "Cincinnati" was to be "one of its termini." The special committee of the City Council finally selected Chattanooga as the

Southern terminal in the resolution calling for the election of June 26th. The day was made a holiday. Nine bands of music paraded the streets. The fire bells rang at six in the morning, at noon, at three in the afternoon. Various wards organized. A full vote was urged. When the vote came to be counted, it was found that 15,423 votes had been cast "For the proposed line of railway" and 1,500 against it.

Five days later, on June 30th, 1869, the Superior Court announced the five Trustees, naming Philip Heidelberg, Miles Greenwood, E. A. Ferguson, R. M. Bishop and William Hooper. "We have endeavored," said Judge Storer, "to select men who, from their position in the community and from their known integrity, energy and capacity for business, may be safely confided in, and who will perform the obligations

of their important office intelligently and uprightly, and for the benefit of the city and not for themselves." The appointments met with popular approval, though the absence of a practical railroad engineer in the Board excited some comment.

July 6th, 1869, the Board organized by electing Miles Greenwood President and H. H. Tatem Secretary. Early in August, Mr. W. A. Gunn was employed as Chief Engineer, and two surveying parties were put in the field. At the same time attention was directed to obtaining charters in Kentucky and Tennessee.

Tennessee passed the bill prepared by the Trustees promptly in January, 1870. In Kentucky came a long and severe struggle. Both Senate and House voted

against the bill in March, 1870, and again in the winter of 1871. It was

not until 1872 that the bill was sent to Governor Leslie for his approval, and became a law February 13th.

The opposition to the bill was characterized by the attorney of the Trustees as "the most determined and positive that had ever been inaugurated against any bill before the Legislature."

Meanwhile, in the latter part of 1871, and while the Trustees were preparing for their last

struggle in the Kentucky Assembly, strong opposition to the Ferguson Act sprung up in Cincinnati. The Chamber of Commerce took a vote on the question, "Shall the Ferguson law be repealed?" The City Council was almost openly in revolt. Strong opposition developed in newspapers, and a serious question arose whether ten millions would be enough to complete the road. A bill was introduced in the Ohio Assembly practically repealing the Ferguson Act, and authorizing Cincinnati to give a bonus of three million dollars for the completion of the road.

The passage of the Trustees' bill by the Kentucky Assembly served to quiet opposition for the time, and the Trustees, in the of 1872, offered for



GOV. R. M. BISHOP.
Member of the First Board of Trustees.



MILES GREENWOOD.
First President of the Board of Trustees.



PHILIP HEIDELBACH.
Member of the First Board of Trustees.

sale the first lot of Southern Railroad bonds. The issue amounted to only \$150,000. They bore 7 per cent. interest and were taken by one of the Cincinnati banks. In the fall of that year Mr. Hooper went abroad to endeavor to negotiate for the entire issue. He returned in May, 1873, but had accomplished nothing. While he was gone the Trustees had secured an act of Congress authorizing the construction of a bridge across the Ohio, and also the passage by the General Assembly of Ohio of a supplemental act, known as the Wright bill, authorizing the "completing and leasing" of the road. Finally Kentucky had repealed the last of those obnoxious provisions of the original act.*

With legislation completed, "not altogether as I wished," said Mr. Ferguson, "but better than I expected,"

the Board of Trustees were in a position, when Mr. Hooper made his unfavorable report, to turn to the home market for bonds. Negotiations were at once begun with New York bankers, and in September,

1873, the Trustees were in New York to consider a proposition made by the firm of Winslow, Lanier & Co. On September 15th a modified proposition was declined. Three days later the firm of Jay Cooke & Co. failed, and a depression followed that has become historical. It ruined a large number of railroad capitalists and made practically impossible the "completing and leasing" theory of the Wright bill.



W. W. GRANGER.

President Cincinnati Chamber of Commerce.

Then, once more, there arose in Cincinnati a demand that the work should stop. It was pointed out that four years and a half had gone by and not a spadeful of earth had been dug. Mr. Hollander says: "Strong influence was brought to bear upon the author of the plan to induce him to drop it." Instead

* These provisions were, that there should be paid into the treasury of the State fifty cents for every through passenger, twenty-five cents for every passenger traveling one hundred miles and one cent per hundred pounds for all through freight passing through the State, to which was added the requirement that the road be built through Danville and Sparta, Tennessee, to Chattanooga. The work was to be begun within the State not later than February, 1872.



HON. ALPHONSO TAFT.

Judge Taft sat on the Superior Court bench at the time the first Board of Cincinnati Southern Trustees was appointed (June, 1869).



ENTRANCE TO KING'S MOUNTAIN TUNNEL.

138 miles south of Cincinnati. Here the first earth was broken in the building of the road, December, 1873.

of yielding four of the Trustees secured \$5,000 on their personal credit,* and on December 12, 1873, the first contract for excavation was awarded. Two months later, at a meeting of the Trustees, the location of the entire line was selected, and the next day, February 26th, 1874, an elaborate statement of the names and locations was published in the newspapers.

In the meantime Mr. Hooper had returned to Europe to make another effort to place the bonds. He had hardly arrived before he was confronted with extracts from Cincinnati newspapers reflecting the profound depression of the dark days of November and December, 1873, and violently attacking the whole project. "Then," said Mr. Hooper, "the Barings abandoned all consideration of the loan." Nor were Mr. Hooper's efforts in other directions successful.

Thus it came about that the Trustees were again forced to try the home market. In the latter part of March, 1874, negotiations were begun with the American Exchange Bank of New York, which resulted in the sale of one million dollars worth of bonds in May, another million in October, and finally, in May, 1875, of the balance. With the money from the sale of the bonds work on construction was pushed, and by



S. HANNAFORD & SONS, ARCHITECTS
WESTERN METHODIST BOOK CONCERN,
220 West Fourth Street.

General Booksellers, Printers and Binders. One of the largest establishments of the kind in the West. Religious Books and Publications a specialty.

the time the last of the ten million issue was delivered the whole amount had been exhausted in expenditures already made or in liabilities on outstanding contracts. The question arose as to the personal responsibility of the Trustees incurred by expenditures in excess of the amount appropriated. There was legal advice from eminent sources that such expenditure was not authorized.



THE FRANKLIN BANK,
Cincinnati.

* The \$5,000 thus secured was used for the purchase of ground covering entrances to the King's Mountain Tunnel, which was the first piece of work begun on the road.

Mr. Ferguson said: "I do not concur in this view; but if I had, I viewed my trust duty to be such in the state of the work then that we should go on, and if there were any personal risk I was willing to put my personal fortune in peril rather than stop the work." And the Trustees worked on.



BENZIGER BROS.
343 Main Street, Cincinnati.

Ecclesiastical Metal Ware, Church Furniture and Regalia. Catholic Literature. School Books, etc. Publishers Benziger's Magazine. Established in New York. Branches: Cincinnati and Chicago.

few held that it would be better to give away the ten millions already spent than to put six millions more into the work. In response to strong pressure the bill was amended so as to provide for the submission of the question of allowing the issue of the additional bonds to a vote of the people. Mass meetings were held, both in favor of and against the issue. The election was held March 14th, 1876, and resulted: yeas, 21,701; nays, 9,013.

The new loan was negotiated without much difficulty, and the energies of the Trustees were now directed to finishing the road to Somerset, Ky. It was the following year, however, July, 1877, before the road was open for traffic. It was then leased, on a determinable license, to a company composed chiefly of local capitalists, known as the Cincinnati Southern Railway Company.



THE NATIONAL HARDWARE CO.
327-329 West Fourth Street, near Central Avenue.
Jobbers of Carriage Hardware and Trimmings, Carriage Cloths and Leathers, Etc. Established 1890.

Then, again, the available funds were exhausted. The report of the Engineer in charge, dated December 1, 1877, showed the total cost of the work completed and under contract to be \$16,053,181, and an estimated cost of completion of \$3,275,522, including \$300,000 for land in Millcreek bottoms for terminals. So it came to pass that another application had to be made to a General Assembly that by this time had become distrustful and suspicious, and in the face of a public feeling that was described in a debate in the Ohio Senate as "embittered and excited."



RESIDENCE OF GEORGE B. COX.
Brookline Avenue and Marion Avenue, Clifton,
Cincinnati, O.

S. HANNAFORD & SONS, ARCHITECTS



GEORGE B. COX,
Cincinnati, O.

The burden of taxation had become very heavy. "\$3,000 a day for interest," one of the newspapers was saying. The road was costing far more than most people had thought possible. It was asserted that the amount asked for could not be sufficient to complete the road, and charges were made reflecting on the integ-

egrity of the Trustees. It was charged that the bonds had been sold at 90 cents on the dollar and that there had been irregularities in the letting of the contracts. On every side and at every turn there was evidence of an entire change of feeling from that which prevailed on that June day, nine years before, when the votes of Cincinnati, by a majority of more than ten to one, had decided to go into the railway business.

Authority was given, under harsh restrictions, for the additional two millions, subject to the vote of the qualified electors. About the same time a joint resolution was passed providing for the appointment of a commission "to investigate into the condition of the affairs of the Trustees of the Cincinnati Southern Railway, to examine into the management of this trust and the disbursement of the moneys intrusted to their care." The election was held May 3, 1878, and resulted in the defeat of the proposed issue by a vote of 11,237 for the issue and 11,456 against it, "a result mainly

The Cincinnati Southern Railway

attributable," the Investigating Commission said eight months later, "to an unfriendly feeling toward the Trustees and the great doubt as to whether the two millions would finish the work." Another two million bill was prepared and passed on May 15th. Its main feature was that the Trustees should advertise for proposals to finish the work, that they should conditionally accept the lowest and best bid within the sum of \$2,000,000, and that bonds to this amount should be issued provided they should be authorized by a vote of the electors of Cincinnati.



LEWIS G. BERNARD.

In pursuance of this act the bid of R. G. Huston was conditionally accepted, and on August 14th, 1878, at a special election, there were cast for the issue 16,224 votes and against it 10,425. With the \$2,000,000 thus obtained the road was put into a condition to be operated, at first by the Cincinnati Southern Railway Company, and later, under the lease dated October 11, 1881, by the Cincinnati, New Orleans & Texas Pacific Railway Company.

The Investigating Commission made its report January 14, 1879. It was an exhaustive document of 240 pages, including the testimony of thirty witnesses.

Appointed, as it was, in a time of intense public feeling, it is hardly likely its members were wholly free from the influences of the time. Nevertheless, though the Commission criticised the composition of the Board in that it contained no one "with any previous experience in railroad construction," though it called attention to the differences between the original estimates of the cost and the final aggregate, though it says the



INTERIOR OF ONE OF THE M. C. DOW DRUG STORES,
Cincinnati, O.

completing and leasing theory had "pernicious results both as to cost and time," and thinks it "strange that no one of the Trustees had ever personally gone over the entire line of railway," nevertheless, the report closes thus:

"The Trustees have made many costly errors, for which a discriminating public will scarcely hold them blameless, but it affords the Commission pleasure to state that they have found no evidence going to show that any one of them has sought any pecuniary gain in violation of his trust."



HOME OFFICES BANKERS' RESERVE FUND LIFE INSURANCE CO.
Fourth, Lawrence and Ludlow Sts., Cincinnati, O.
P. F. Swing, President. W. W. Sutton, Treasurer.
J. W. Powers, Secretary. Dr. T. V. Fitzpatrick, Med. Director.

In the words of the Court, the Trustees were appointed for their "known integrity, energy and capacity for business." As one looks back now, over the history of their administration of this great trust, this finding of the Investigating Commission seems singularly inadequate. The hostile attitude of the Kentucky Legislature, the great panic of 1873 and the consequent interruption and depression of business, the railroad strike of 1877, the opposition of what Mr. Hollander calls a "small but persistent residuum of local hostility," that fought the project at home and abroad, in newspapers and the courts and at the polls, all these adverse influences had to be met and dealt with. It was not only "integrity, energy and capacity for business" that was needed. Courage was needed, faith in the outcome, resourcefulness, to know when to yield and when to insist; in a word, the highest kind of executive ability. Each year, almost each day, brought new questions to be faced and answered. It was the electors of Cincinnati who owned the property, and all the time the ownership



PITTSBURG PLATE GLASS CO.,
Cincinnati, O.
Glass, Paints, Oils, Varnishes, etc

The Cincinnati Southern Railway

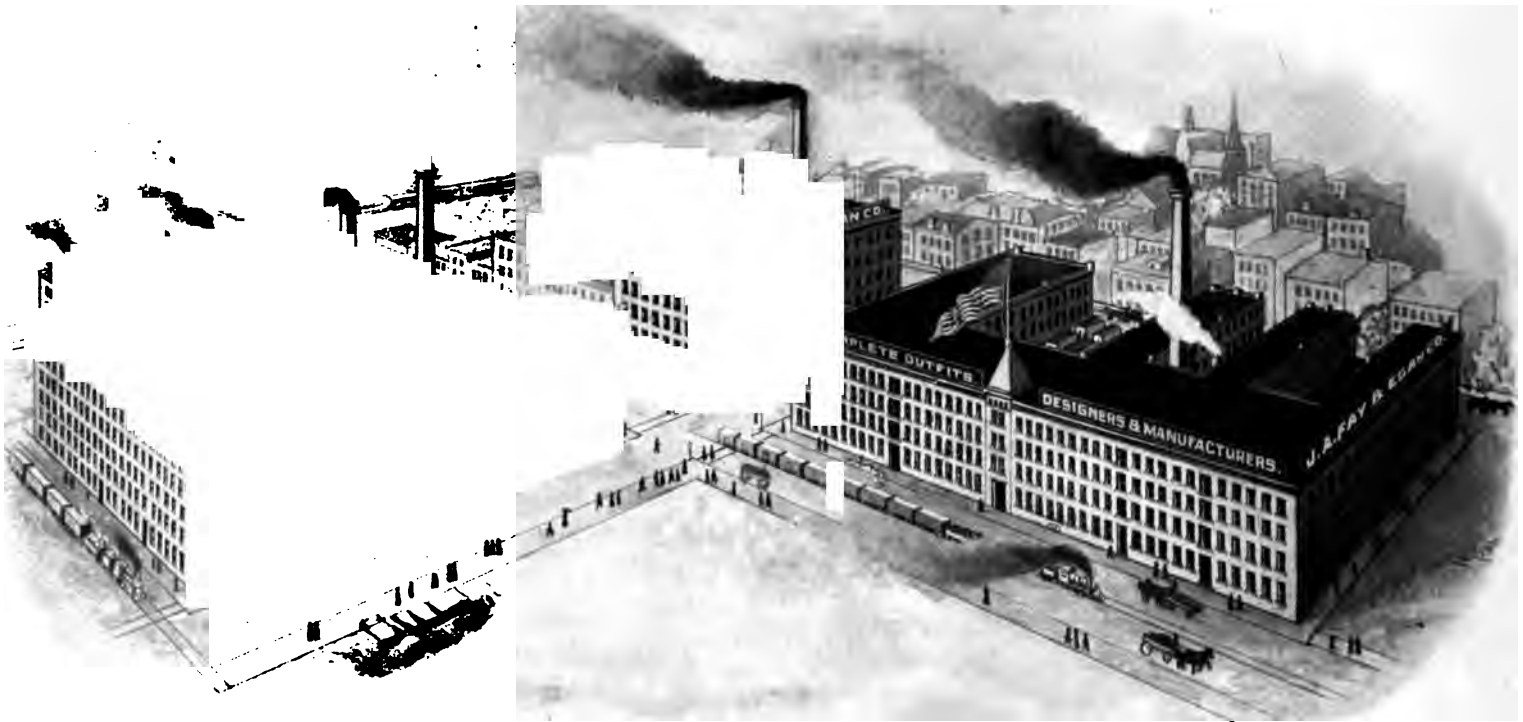


MR. L. H. RAMSEY,
Lexington, Ky.

Of the L. H. Ramsey Co., Bill Posters,
in charge of plants in Louisville, Lex-
ington, Frankfort and other Kentucky
towns.

of the road had to be remembered. Only once in all the long history did the owners fail to stand by their first decision and by the Trustees, and they quickly returned to their allegiance. Every time but that day in May, 1878, they stood by the plan they had put their hands to. The burden of debt incurred increased from \$5,000,000 to \$24,000,000, and taxes to what the Sinking Fund report said was "near the point of endurance." But the Trustees had the voters behind them.

The judgment of the Court that appointed the Trustees was confirmed—they worked "for the benefit of the city and not for themselves." They met condition after condition with unflinching courage and absolute fidelity. They borrowed money on their personal notes and they took the personal risk of expending money that had not been appropriated. They built a railroad unequalled by any in the South. It would be strange if, in the extraordinary work they were performing, unique in the history of American cities, no error had been made.



OFFICES AND WORKS OF THE J. A. FAY & EGAN CO.

Occupying three entire blocks at Front and John Streets, Cincinnati, Ohio.

The Works occupy 13 acres and employ 1200 men.

Manufacturers of Improved and Patented Woodworking Machinery for Saw and Planing Mills, Furniture and Chair Factories, Ship Yards, Arsenals, Colleges and Technical Schools; Carriage, Wagon, Spoke and Wheel Factories; Car and Railroad Shops, Pattern Shops, Agricultural Works, Sash, Door and Blind Factories, etc. The product of this firm is exported to England, Germany, France, Russia, China, Japan, South America and other foreign countries, and has won distinction wherever exhibited, from the Crystal Palace Exhibition, London, 1851, to the Paris Exposition, 1900, where it was awarded the Grand Prix, and where the French Government, in appreciation of the firm's beautiful exhibit, conferred upon Mr. Thos. P. Egan, President of the Company, the decoration of the Legion of Honor.

But what railroad corporation is there whose financial and constructive history is clearer and fairer than that of the Cincinnati Railway trust?

THE PERSONNEL OF THE BOARD.

A few words may be permitted as to the men who had conducted the great trust, through many difficulties and opposition, bitter and excited at times, to a triumphant conclusion. No one of the original Board, and no one of the new members as they came in through the resignation or death of former members, had any previous practical experience in either railroad building or railroad financiering. As the city itself was engaged in an untried and unexplored sphere of municipal activity, so its Trustees to whom the work was committed were new to the details of railroad construction.

Mr. R. M. Bishop, whose name was first announced by the Superior Court, was, at the time of his appointment, in his fifty-sixth year. Born in Kentucky he had come to Cincinnati in 1848, and had embarked at once in the wholesale grocery business, and his firm was well known throughout the entire country. He had been in the city council and had served one year as its president. He had been mayor of



GEO. PUCHTA.
President of the Business Men's Club, and head of the Queen City Supply Co., Cincinnati.



THE JOHN SHILLITO CO.
Race, Seventh and Shillito Place, Cincinnati.
The Largest Wholesale and Retail Dry Goods House in Ohio.

The Cincinnati Southern Railway

the city and had been prominently identified with many of the public enterprises of Cincinnati. When the question of a Southern Railroad was first discussed he had



RESIDENCE OF WM. CHRISTIE HERRON,
Redway Avenue, Avondale,
Cincinnati, O.

been very active in the movement for raising a million of dollars for the purpose of building it, he himself subscribing ten thousand dollars. The work of obtaining charters in Kentucky and Tennessee fell largely to him, and later the work at King's Mountain Tunnel was, for a time, under his supervision.

Miles Greenwood, when appointed, was sixty-two years of age. Coming to Cincinnati about 1829 he had gone to work at a dollar and a quarter a day. By energy that was untiring and indomitable, by integrity

that had never been questioned, he had built up a large foundry business which was known from one end of the country to the other. He had organized the paid fire department of Cincinnati, had done more than any other man in putting the Ohio Mechanics' Institute on a firm foundation, and had done work for the Government during the Civil War of immense value and importance. He was a man of extraordinary physical strength and great executive ability. Through his own exertions he had accumulated a fortune, and was still, in 1869, one of the hardest working men in the city.

Philip Heidelbach, a Bavarian by birth, had come to the city in 1837, being then twenty-three years old. After years of hard work he had joined hands with Jacob Seasongood, and together they had started in the clothing business. They went on prospering, and this firm became one of the best known in the city. In 1862 he became



A VIEW OF THE CAMPUS, JESSAMINE INSTITUTE,
Nicholasville, Kentucky.
A College for Girls. Chartered 1854.

associated with Mr. James Espy in the banking business, and he was in this business when appointed a member of the original Board of Trustees. He enjoyed and deserved the respect and esteem of the city.



ENTRANCE HALL, JESSAMINE INSTITUTE,
Nicholasville, Kentucky.
A College for Girls. Chartered 1854.

William Hooper had been in business in Cincinnati for many years. At the time of his appointment he was a banker, and enjoyed a wide reputation for sagacity and ability. His connection with the Board was confined chiefly to the attempt to negotiate the loan abroad. The causes of his failure were due to no lack of faithful effort or continued labor. He resigned just as the active work of construction commenced.

E. A. Ferguson was born in New York City on November 6th, 1826. He was just forty-two years

of age when he completed the act which took his name, and to which he subsequently devoted his life and energies. He had been a member of the Ohio Senate in 1859, but his chief work had been in connection with corporation law. "I have neglected my private and professional affairs to make the road a success," he testified before the Investigating Commission of 1878.

The history of the road is the history of Mr. Ferguson. Mr. Hollander says:

"Insofar as it is possible to speak of any large work as the product of a single agent, the Railway is to be associated with his name. The inception of the project, every piece of legislation, is traceable to his legal ingenuity. He is closely identified with the actual construction and ultimate disposition of the Railway, and but few details in its history



A CORNER OF THE PARLOR, JESSAMINE INSTITUTE,
Nicholasville, Kentucky.
A College for Girls. Chartered 1854.



A VIEW OF HIGH BRIDGE.

voted against him. But the people and courts finally sustained him. It was said during one of the bitter struggles, "If Mr. Ferguson succeeds in leasing the road successfully, his name will become a household word in Cincinnati, like that of De Witt Clinton in New York." The lease of 1881 is his title to everlasting memory.

fail to reveal the impress of his activity. Material interests, political preferment have been sacrificed, and a life of high possibilities devoted with rare unselfishness to this one end." He led in the start. He encouraged in delays. He changed plans as times changed. He faced fierce opposition at home. He was antagonized in the Board and out of it. Once the people

CHAPTER IV.

THE BUILDING OF THE ROAD.

By COL. GEO. B. NICHOLSON, Chief Engineer.



W. A. GUNN.

THE earliest actual beginning of the Cincinnati Southern Railway in the way of surveys and construction was twenty-eight years after the first convention resolved that a road should be built between Cincinnati and Charleston, S. C. An attempt was made during the Civil War to extend the Lexington & Danville Railroad southward to Tennessee. The motive which prompted the action is rather unique in the history of railroad building. President Lincoln, in 1861, recommended to Congress the building of a railroad from Central Kentucky to Knoxville, Tennessee, but his recommendation did not receive favorable consideration.

General Burnside, who had command of the Department of East Tennessee in 1863, asked authority of the President for the construction of a military railroad to Tennessee from the terminus of the Lexington & Danville Railroad at Nicholasville. Mr. Lincoln, mindful of the neglect of Congress to consider his recommendation, and comprehending the immense expenditure of money necessary for the purpose, diplomatically answered General Burnside that the Government did not have the power to undertake the construction of a railroad, but that a general in the field commanding a department had all powers sufficient for him to prosecute successfully his part in the war. General Burnside took the hint and immediately began in earnest the survey for a railroad. Mr. Wm. A. Gunn, who had been engaged as an engineer in the construction of the Lexington & Danville Railroad, was employed to make the location and supervise the work of construction. The location, as far as surveyed for this military road, was finally adopted as part of the Cincinnati Southern Railway.

General Burnside, early realizing the magnitude of the scheme he had undertaken as a military measure and that the war would probably be finished before trains could run on his railroad, concluded to abandon the project after a trifling amount of actual work of grading had been performed.

The Cincinnati Southern Railway

When the Civil War broke out there was a belt of country extending from Nashville, Tenn., to Harper's Ferry on the Potomac, about 550 miles, which was not crossed by any railroad. Owing to this wide stretch of impassable country, the great contest between the States was fought out from Washington to Richmond in the East and from Nashville to Chattanooga in the West. The mountain region was, as an orator in one of the public meetings of the day convened to promote the building of the railroad expressed it, "a great railroad desert," but by the time the city of Cincinnati determined to build its Southern Railway several lines had been constructed from the southeastern seaboard bearing in a



HIGH BRIDGE UNDER CONSTRUCTION.
The first cantilever bridge built
in America.



HIGH BRIDGE.

Both views are from photographs by Mullen, Lexington,
taken at time of construction.

northwesterly direction, while the Gulf States had a number of lines trending northeastwardly, and these two systems converging upon Atlanta and Chattanooga naturally made Chattanooga the southern terminus of the city's railway.

The important engineering question was to find the best route from Cincinnati to Chattanooga, and the surveys for this purpose covered a

belt of country 65 miles wide on the Kentucky and Tennessee State line and gradually converging upon Cincinnati and Chattanooga. At this time the mountain region of Kentucky and Tennessee was a thinly-settled wilderness mostly unknown to the outside world and no correct maps of it were in existence. The great problem was to cross the mountain barrier on the best and most direct line it could afford.

The Board of Trustees appointed Mr. W. A. Gunn, who had made General Burnside's surveys, its Chief Engineer in charge of surveys, and under his direction several corps

of engineers were sent into the field, beginning their work in the month of August, 1869. All the country in the belt stated above was thoroughly explored and surveyed. Four main lines crossed the State line, and with numerous intersecting routes gave a choice of twenty-six routes between the termini.

The shortest line ran through Monticello, Ky., and Fentress County, Tennessee, but this route required grades of 90 feet per mile, and the plateau of the Cumberland Mountains was here 500 feet higher than on the route which was finally adopted.

As the line was intended to be an important trunk line, the surveys were elaborated to obtain the lightest grades and curves, regardless of all reasonable cost, and a maximum grade of 60 feet per mile was found for the mountain district.

The prophetic wisdom of those who had the responsibility of this great enterprise in hand thirty-three years ago was justified long before the advent of the twentieth century.



COL. GEO. B. NICHOLSON,
Chief Engineer C., N. O. & T. P. Ry.
and Alabama Great Southern R. R.

The route selected leaves Cincinnati on the Ohio River bridge, ascends up the valley of Pleasant Run and reaches at Erlanger, seven miles out, a summit about equal in elevation to the hill tops immediately surrounding Cincinnati. It then proceeds along the crest of a ridge dividing the waters of Licking River and Eagle Creek for about fifty miles. The

line then traversing the broken country of the Eagle Hills for a few miles, enters the Blue Grass region at Rogers Gap, passes through the important cities of Georgetown, Lexington, Nicholasville and Danville, crossing on a high bridge the gorge of the Kentucky River between the two last named towns and leaves the Blue Grass region about McKinney.



G. BOUSCAREN, C. E.
Identified closely with the construction of the
Cincinnati Southern, and afterward Chief
Engineer of the C., N. O. & T. P. Co.

At the headwaters of Green River, just south of McKinney, it ascends the abrupt line of hills which circle through Kentucky from Portsmouth, on the Ohio River above, to Salt River, near Louisville below. This line of hills, known near Louisville as Muldraugh's Hill, and on the Cincinnati Southern as King's Mountain, forms a barrier which could only be broken by a tunnel four-fifths of a mile long. Passing through King's Mountain tunnel the line traverses a good farming country and reaches the Cumberland River just above its junction with the South Fork. The track emerges from a tunnel in the cliff which forms the north bank of the Cumberland, on a bridge which uses the cliff as an abutment, spans the picturesque stream and reaches the south bank at Point Burnside, so named from its being General Burnside's base of supplies for his East Tennessee

The Cincinnati Southern Railway

campaign. Here the line may be said to enter what is generally known as the Cumberland Mountains and follows the dividing ridge between the waters of the Main and South Fork of the Cumberland River for some forty miles. It then leaves the divide and passes through a very rugged and mountainous country, over ridges and down narrow valleys, until it enters the valley of the Tennessee River at the eastern slope of Walden's Ridge at Emory Gap, seventy-eight miles from Chattanooga. It follows this valley and crosses the Tennessee River a few miles above Chattanooga, its southern terminus. On its way it crosses four large rivers, the Ohio, Kentucky, Cumberland and Tennessee.

An inspection of the profile of the road shows that it begins in Cincinnati at an elevation of 495 feet above the level of the sea. At Erlanger, seven miles from the Ohio River, it has attained a height of 905 feet. At Lexington it is 965 feet, and on the deck of High Bridge, over the Kentucky River, is 768 feet, and after ascending King's Mountain through the tunnel it reaches an elevation of 1248 feet, the highest point north of the Cumberland Mountains, near Mile Post 139, just north of Waynesburg.

Somerset, the terminus of the two operating divisions of the road, is 872 feet, and the track on the Cumberland River bridge, seven miles south of Somerset, is 745 feet above sea level. Here a gradual ascent to the mountains begins until an elevation of 1257 feet is reached at Upland Mile Post 177, and thence, and with many ups and downs, it crosses the State line between Kentucky and Tennessee at 1350 feet, and

attains its highest elevation, 1519 feet, at Mile Post 209, a short distance south of Oneida, Tenn. With many more ascents and descents through the mountains it reaches the valley of the Tennessee at Emory Gap, 257 miles, at 831 feet elevation, and passes down the Tennessee River valley with no remarkable changes in elevation, and terminates at Chattanooga at a height of 677 feet above sea level.

The Cincinnati Southern Railway, in its construction, differs from most roads which have been built in the United States. It was wisely determined to build a road to be first class from the beginning. The general custom of railroad construction in this



TENNESSEE RIVER BRIDGE.
Eight spans. Total length, 1204 feet; height above
low water, 63 feet.

country has been to build roads of light character with heavy grades and sharp curves, to lower the cost to a minimum, with the avowed intention of improving the property

from the earnings. That feature in railroad building is the cause of the very heavy expenditures being made on many of the prominent railroads at the present time. Their owners are now correcting the intentional faults of the early constructions. One of the roads entering Cincinnati very recently rebuilt 109 miles in 340 miles of its length.



THE ST. NICHOLAS.

Fourth and Race Streets, Cincinnati, O.

St. Nicholas Hotel Co., Proprietors. Edward N. Roth, Pres't.

On the European Plan. Location and Service Unsurpassed. Every Modern Improvement. The Cuisine and Restaurant Service Not Excelled in America

Mr. E. Lavoigne, Chief Engineer of the "Ponts et Chausees" of France, a distinguished engineer, in a work he wrote on American Railways alludes to the Cincinnati Southern Railway in these words:

"This road approaches nearer to European roads in its construction than other railways as generally built in America; its great importance led its engineers to introduce, at considerable cost, improvements which were

only realized on older lines after the development of the traffic, when competition forced their adoption as a means of arriving at a more economical operation."

The construction of the road was given in charge of Mr. Thomas D. Lovett, under the title of Consulting and Principal Engineer. Mr. Lovett resigned December 6, 1876, and was succeeded by Mr. G. Bouscaren. For the detailed supervision of the construction the road was divided into divisions of about forty miles, each in control of a Division Engineer, while the divisions were

subdivided into residencies of about ten miles in immediate charge of a Resident Engineer. The first contract let was for the construction of King's Mountain tunnel December 12,



THE OHIO RIVER BRIDGE.

Total length, 3822 feet. Completed in 1877.

The Cincinnati Southern Railway

1873. In all about one hundred and forty contracts were given out for grading and masonry to prepare the roadbed for the track before any trains could be run.

The grading contracts included the construction of twenty-seven tunnels, aggregating five miles in length, the shortest being 189 feet long and the longest 3984 feet. The shortest tunnel has since been taken out as an open cut, and a new roadbed has recently been graded around Tunnel No. 27, which new line, when ready for trains, will make the total number of tunnels twenty-five and the length $4\frac{1}{8}$ miles.

The road has one hundred and five bridges and viaducts, varying in size from small girders to the large bridges over the Ohio, Kentucky, Cumberland and Tennessee

Rivers. The total length of iron bridges is more than $5\frac{1}{2}$ miles. The contracts for the iron bridges were awarded to four of the principal bridge-building firms in the country. The greatest care was taken in their design and workmanship. The requirements of the specifications were the most thorough of any bridge specifications of that date and the construction was rigidly supervised by skilled inspectors from the mill until the final erection in the field. So unusual for that time were the requirements for excellence in design and execution that the methods of the Cincinnati Southern Railway engineers, in relation to its bridges, attracted the attention of bridge builders and specialists throughout the country, and the construction of the bridges of the Cincinnati Southern Railway may be considered to have marked an era of the beginnings of modern scientific bridge building. While the bridging collectively of the Cincinnati Southern Railway excited the interest of all American engineers, there



HOTEL RAND,
Fifth Street between Vine and Race,
Cincinnati.

Most centrally located hotel in the city. Rates 50c, 75c,
\$1.00 and \$1.50 per day.

were two of the structures which, for boldness of design, immediately attained international fame. These were the 515-foot channel span of the Ohio River and the high cantilever bridge over the Kentucky River. Both of these have since been surpassed in length and height by more recent bridges, by the rapid advance of knowledge and skill in bridge building, but when these structures were completed in 1877, they were considered marvelous feats of bridge engineering, the Ohio River span being the longest "truss" span in the world and the Kentucky River high bridge the first "cantilever" built on the American continent.

Mr. E. Lavoigne, the French engineer quoted above, describes in his work on American Railways the Ohio and Kentucky River bridges, illustrating his articles by plans in detail and alluding to the Kentucky River bridge as "the most remarkable viaduct in America, both in its proportions and plan of construction."

Besides all the attention given to the metal spans, the most careful pains were taken in the selection of stone for the piers and abutments, and no expense was spared in obtaining solid foundations and the most perfect workmanship, so that should some now unthought of means of transportation supersede the railroad of today, and the metal of the spans be melted up for other uses, the masonry, like that of some ancient nations, would remain for ages to excite the wonder of succeeding generations.

The track was originally laid with iron rail weighing 60 pounds per yard and steel rail of 53 pounds, which were considered fairly heavy rail in 1876, but this has all since been replaced by 75-pound steel.

When track was laid the gauge was made five feet to correspond with the then Southern standard of most roads south of the Ohio River. In July, 1885, at a meeting of the Southern Railway and Steamship Association it was decided to change the gauge of the roads represented to the Northern standard of 4 feet 8½ inches. The total length of road to be changed was 11,500 miles. Sunday, May 30, 1886, was selected as the date for changing the gauge of the Cincinnati Southern and other roads. The work began at early daylight and was completed in thirteen hours. No trains were run during the day, but at night they started out as usual on the new gauge, and not a single derailment occurred on account of the change. Although the actual work of changing the rail was accomplished in a few hours, there were months of preparation in making ready for it. In performing the work only one of the two lines of rails was moved. A line of spikes was driven into the ties three and one-half inches inside of one rail, the heads of the spikes projecting about an inch higher than customary in spiking rails. This was done long in advance of the date set for the change. The work of each gang was thoroughly inspected to see that no errors were made. On the morning of May 30th each section gang in charge of about six miles of track first drew out all the inner spikes of one line of rail on the section, then pushed the rail against the projecting line of spikes, drove the spikes home to the flange of the rail and simultaneously drove a fresh line of spikes on the outer side of the rail, and the gauge was changed. The work at switches was a little more difficult and tedious, but all hands accomplished their work well. Besides the work on the track all the rolling stock had to have the wheels brought 3½ inches nearer together and the Railway shops were kept busy for some time on this work. The total cost of changing the gauge of 336 miles of road, together with sidings, a total of 441 miles of track, was \$23,396.97. The cost of the change of the rolling stock was \$31,007.02.



THOS. D. LOVETT.

Principal and Consulting Engineer in charge of the construction of the road.

CHAPTER V.

THE ROAD UNDER LEASE.

A. P. H. P. LETTERS



RUFUS KING

THE part of the Cincinnati Southern Railway first opened for traffic was that between Cincinnati and Somerset, Kentucky. Its operation was undertaken under the provisions of an act of the Ohio General Assembly, passed April 12th, 1877, and known as the Common Carriers' Act. The bill had been drawn by Mr. Ferguson, and introduced at the same time as the Six Million Bill in 1876, but was not passed until fourteen months later. Under the provisions of this act, a Company, called the Cincinnati Southern Railway Company, was incorporated on April 30th and books for stock subscription were opened on May 10th. A meeting of the subscribers was called

for May 22nd, and a Board of Directors elected, Mr. Rufus King being chosen President at a meeting of the Board held on May 26th.

In the conferences with the Board of Trustees which followed this organization, the Common Carrier Company became advised that the Trustees were unwilling to grant anything more than a temporary license between Ludlow and Somerset, and that no contract for the completion and operation of the road could be granted. It was also ascertained that the entire line of railway was subject to a lien for the ten million dollars of bonds first issued by Cincinnati.

These circumstances excited much dissatisfaction among the subscribers. It was thought there was little or no inducement for embarking in the business, and that not more than one-half of the capital subscribed would be needed. The upshot was a considerable reduction of capital caused by withdrawals and the acceptance by the Company of a determinable license for the operation of the road, the Company to receive ten per cent. "on its paid-up cash capital and ten per cent. on the balance of net earnings," the remainder to be paid over to the Trustees as and for rent.

Under this agreement, Mr. King having resigned and Mr. W. H. Clement having been elected President, the road, on July 23rd, 1877, was opened for traffic by the running of a regular passenger train. Freight trains began to run on the 13th of

August. On December 8th the Ohio River bridge having been completed the license to use that was granted, and Cincinnati became actually the Northern terminus of the road.

The report of the Company for the eleven months ending June 30th, 1878, showed gross receipts of \$366,577.30, with net earnings of \$220,924.58. The Trustees received \$129,553.30. On the 9th of September the Trustees gave notice of the termination of the license on the 12th of March following. Correspondence followed, in which the Company offered the Trustees more favorable terms, but on May 21st, 1879, a new license to operate the completed portion of the railway was granted to the Cincinnati Railroad Company, the new Company "receiving seven per cent. on its capital actually paid in as a compensation for its investment." The new license was determinable six months after the completion and lease of the whole line of railway, or on six months' notice from the Board of Trustees at any time after eighteen months.



C. C. HARVEY.
President and General Manager N. O. & N. E. Ry.,
A. & V. Ry. and V. S. & P. Ry.
New Orleans, La.



FRANK S. BOND.

On February 21st, 1880, the first two south-bound freight trains left Cincinnati for Chattanooga, and March 8th the first passenger train was sent out. The entire road was shortly opened for regular traffic. With the opening of the road traffic steadily increased. The earnings for the year ending December 31st, 1880, were \$1,487,060.18, out of which there was paid to the stockholders of the Company \$75,259.88 on account of the guaranteed interest and \$824,360.61 to the Trustees. "The through and local business has more than met our expectations," said the Directors' report.

March 18th, 1881, the General Assembly of Ohio passed an act directing the Trustees to lease or sell the road on terms and conditions to be fixed by the Trustees of the road and the Trustees of the Sinking Fund. It was under that act that the lease of 1881 was made. After some discussion it was decided to advertise for proposals to lease the road on the basis of a cash yearly rental, and on the 25th of August, 1881, ten proposals were opened. The lease being for a term of twenty-five years, beginning October 12th, 1881, was awarded September 3rd to Fred Wolfe and associates, at a cash rental of \$800,000 per annum for the first five years, \$900,000 for the second

The Cincinnati Southern Railway

five, \$1,000,000 for the third five, \$1,090,000 for the fourth five and \$1,250,000 for the last five. In addition it was provided that the lessee should pay all assessments and taxes, and do all repairs, including the arching of tunnels, the building of stone and iron bridges, the thorough ballasting of the entire road, and such other work as should make the entire line of railway complete in every respect, and "in the condition of a first-class single-track railroad." It was also provided that the lessee should pay \$12,000 a year for the expenses of the trust, and that the principal office should be maintained in Cincinnati. The Trustees, on their side, "to the extent of their trust funds" (being the sum of \$300,000 provided by law) "agreed to provide lands in the city of Cincinnati for workshops, depots and other terminal facilities and rights of way thereto."

TIME TABLE No. 1. JULY 23, 1877.

Freight trains are usually run a few days before a new line is opened to passenger traffic, but in this case the first printed schedule was for passenger trains only.

for the purpose of providing the North Atlantic States with the shortest route via the Alabama Great Southern to New Orleans. It had control of the Alabama Great Southern, extending from Chattanooga to Meridian, 295 miles; the New Orleans & North Eastern, from New Orleans to Meridian, 196 miles; the Vicksburg & Meridian,

On October 8th, 1881, the Trustees received notice that the award of the lease had been assigned to the Cincinnati, New Orleans and Texas Pacific Railway Company. On October 11th the lease was signed by the Trustees and the President of the of the Sinking Fund Trustees and accepted by the new Company. It went into effect the next day.

The capital of the new Company was \$3,000,000, of which 49 per cent. was held by local stockholders and 51 per cent. by a London company that had been organized the previous June. It was known in this country as the Erlanger System. Its legal title was the Alabama, New Orleans, Texas & Pacific Junction Railroad Company, Limited. It had been formed

142 miles; the Vicksburg, Shreveport & Pacific Railroad, 189 miles; and a city railroad in New Orleans running out to Lake Ponchartrain. With the addition of the Cincinnati Southern, the total mileage of the system was 1,165 miles.

In the first report of the Superintendent of the road for the year ending December 31st, 1882, he says he "can not too strongly urge the necessity for a change of gauge to the prevailing standard in the North at the earliest practicable moment." He expressed the belief that "such change would immediately increase our traffic at least one-third." The President said that by reason of the gauge and "inferior terminal accommodations" an expense had been incurred of \$89,377, "which is almost equal to 3 per cent. on your capital stock." The report of the year ending December 31st, 1883, states that the total cost for two years of connecting tracks and terminal expenses has been \$177,157.16.

"So that in two years while fulfilling in the most honorable and complete manner every condition contained or implied in your lease of this property, having vastly improved a road which your Chief Engineer (Mr. Bouscaren) describes as "run down" and "in need of reconstruction," you have been made to pay in two years six per cent. on the whole of your capital because you have leased a road which runs into a great city over a bridge and ends on a gravel bank in a mudhole. Since the date of the lease, your company has not received the benefit of an inch of space from whatever purchases the Trustees may have made, and such land as has been purchased by them will need an expenditure of hundreds of thousands of dollars to make the same available for railroad purposes. To fill this land is not incumbent on this company. The lease recites that the Trustees shall to the extent of their trust funds provide lands in the city of Cincinnati for the erection of workshops and depots and for other terminal facilities and rights of way."

In the two succeeding years, the matter of providing adequate terminal facilities was energetically and elaborately discussed. On the 12th of January, 1885, the attorney of the Trustees wrote a lengthy opinion to the Trustees to the effect that under the Terminal Facilities Act of April 9, 1880, authorizing the borrowing of \$300,000, the Trustees were empowered only "to provide the lands, not to adapt them to the uses of the railway; you provide the lands, the Company the facilities; if a fill is to be made that is the part of the Company."

Another matter also pressed at this time on the Company. That was the cost of improvements and repairs called for by the lease. In the report for the year ending December 31, 1885, Frank S. Bond, President, said: "If the rental was only the money



DAVID SINTON.

A Cincinnati pioneer. The owner of the Lexington & Danville Railroad, now a part of the Cincinnati Southern. It is characteristic of the man that after negotiating the sale of the Lexington & Danville to the Cincinnati Southern Trustees he devoted the proceeds to public benefactions.

payments that are to be made into the city treasury, large as they are, being an average of \$3,000 per mile of road per annum for twenty-five years, your Company could easily meet its engagements.

At the time the property was leased, an approximate estimate was shown of the cost of reconstruction and other necessary improvements and additions for the property, which amounted to \$2,569,374.50. This estimate had been prepared by the Chief Engineer of the Trustees, but it was not official.*

The truth was, that the city had at this time exhausted the moneys provided for construction purposes and no further appropriation could be obtained. It became necessary, therefore, if this work was to be done, that whoever should become the lessee must be required to do it as might be found necessary, the cost to become a part of the rental charge additional to the money payments required. Apparently this increased the rental charge but \$100,000 per annum. Practically, however, it was found that a large portion of this work had to be done during the earlier years of the lease, the cost of which, with other similar capital expenditures on account of the property during four years, aggregates \$1,105,671.22; and it is this expenditure, added to the current quarterly payments in cash, that has increased the rental cost to your Company from \$812,000 per annum to \$1,000,417 per annum. It is for these reasons mainly that the lease has proved so onerous and profitless to your Company."

In the same report Mr. Bond estimated that the heavy expenditures for lack of terminal improvements, "added to the actual loss of business from the want of proper facilities to handle it, will aggregate not less than \$125,000 yearly during the past four years." He expressed the opinion that the Company had a legal, as well as an equitable claim against the city for its failure to provide adequate terminals. He suggested that a different plan be adopted—the deferring the payment of \$200,000 a year for seven years to be then paid in annual installments of \$100,000 with interest at 4 per cent.

* "I estimate that 80 per cent. of the entire amount estimated must be expended in the first five years of the lease, in equal yearly installments, of say, \$445,000 each."—Letter of G. Bouscaren, Consulting Engineer, published by the Trustees November 19th, 1880.



AN INTERESTING REPRODUCTION.

The Cincinnati Commercial (now the Commercial Tribune) of November 25th, 1868.

This suggestion as to the modification of the lease was embodied in a bill which was presented in the General Assembly of Ohio, referred to the Hamilton County delegation, and not acted on. The suggestion as to the responsibility of the city for the failure of the Trustees to provide terminal facilities gave rise to prolific but fruitless discussion. At last, on April 25, 1890, Mr. Charles Schiff, then President, formally demanded of the Trustees arbitration, under clause 14 of the lease, first for damages suffered from lack of terminal facilities in Cincinnati; second, for misrepresentation as to the condition of the road at the time of the lease. He named as arbitrators on the part of the Company Mr. Grover Cleveland and Mr. Clarence A. Seward. The courts were appealed to, and the decision was in favor of the Trustees.

In the report of Mr. S. M. Felton, Receiver, for the year ending June 30, 1899, he says: "The expenditures by the Company, arising from the failure of the city to comply with the requirements of the lease as to Cincinnati terminals now exceed the sum of \$1,860,000."

In the same report it is stated: "Besides the cost of maintenance the Company has expended for additions and improvements to the road, from October 12th, 1881, to June 30th, 1899, the large sum of \$2,358,443.30, which justly forms part of the rental paid to the city of Cincinnati."

He also says: "There still remains to be expended on the property before the expiration of the present lease for completing the arching of tunnels, for filling trestles or replacing them with steel and masonry, for the completion of block signals and for fencing, \$805,055. Within the next ten years \$3,500,000 will have to be expended in reconstruction of the balance of the bridges."

In the report of the Company for the year ending June 30th, 1900, Mr. Samuel Spencer, President, says: "In view of the very unsatisfactory results to the stockholders under the operation of the lease, and of the shortness of the unexpired term, your Board has considered it desirable to have a thorough examination of the affairs of the Company and of its accounts made by expert public accountants. The financial condition of the Company, on January 30, 1900, after this examination of its affairs and restatement of its accounts, shows a debit balance as the result of the operation of the Company under the lease of \$574,598.70."

Mr. Hollander says: "The 1881 lease of the Railway represents the final realization of the



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Disciples of Christ.



HOME OFFICE BUILDING
THE WESTERN & SOUTHERN LIFE INSURANCE CO.
Fourth and Broadway, Cincinnati, O.

made Secretary. Mr. E. P. Wilson was placed in charge of traffic matters as General Passenger and Freight Agent. Mr. Cook held office fourteen months, retiring in December, 1882. He was succeeded by Mr. John Scott, who, as Vice-President and General Manager, acted as the representative of the English interests.

The most unfortunate episode in the railroad annals of Cincinnati occurred during President Cook's administration, when the Secretary of the Company, having in his possession certificates of stock signed in blank for lawful purposes by the President, fraudulently issued these certificates to the sum of

"completing and leasing" theory. Whatever may have been the results to the city, and from October, 1881, to the present time, the income of the road has been less by almost \$12,000,000 than the interest on the bonds the city has had to pay, the lease has been, to the lessee company, as Mr. Bond said, "onerous and profitless."

The 49 per cent. of the capital stock of the C., N. O. & T. P. Co. which was taken by Cincinnati capitalists caused the appearance of several Cincinnati names in the board of directors, and to a large extent the road was also officered by local talent. Mr. Theodore Cook, the first President of the road (October, 1881, to December, 1882), was one of the most prominent citizens of the State, and bore the reputation of being a keen and clear-headed man of affairs. Captain H. H. Tatem, the Secretary and Auditor of the city's Board of Trustees, was elected Treasurer of the leasing company, and George F. Doughty was



HALLWAY OF
THE WESTERN & SOUTHERN LIFE INSURANCE CO.

about \$400,000 and converted the proceeds to his personal uses. It was this more than anything else which drove the Company later on into the long and tedious receivership, which subjected employes to reductions in salaries, required stockholders of the Company to forego all idea of dividends and to look on helplessly while their holdings decreased in market value to the lowest possible point.

President Cook's successor, Mr. Scott, was an Englishman by birth, a man of much ability, and in the railway service from early boyhood. He came to America to assume the duties of General Manager of the Alabama Great Southern Railroad, also an Erlanger property. In this capacity he served from 1879 to 1881, and when the C., N. O. & T. P. Co. began operating the Cincinnati Southern, he represented the Erlanger interests in the board of directors, and as Vice-President and General Manager took charge of the operation of the property. Upon the death of Mr. Doughty, and the consequent discovery of what is known as the "Doughty Overissue," it became evident Mr. Cook would not be re-elected to the Presidency.



MAIN ENTRANCE
THE WESTERN & SOUTHERN LIFE INSURANCE CO.



ORDINARY LIFE DEPARTMENT
THE WESTERN & SOUTHERN LIFE INSURANCE CO.

Mr. Scott's election was practically unanimous, and his jurisdiction now covered the entire line from Cincinnati to New Orleans and Meridian to Shreveport. The physical condition of the Cincinnati Southern received his immediate attention. In his first annual report he says: "When your Company first took possession of the road it could not be said that the road and its equipment were in that condition which would have been expected of a comparatively new road." And thus began at this early day evidence of the friction bound to result from the

putting into effect the "completing and leasing" theory of the Wright bill. The road required immediate attention, to a degree that had not been foreseen. New crossties were needed. The line from Somerset to Glen Mary, over the heavy grades and sharp curves of the mountain division, had never been ballasted; much ditching and widening were required; in short, in many ways the road required considerably more outlay than was anticipated. Mr. Bouscaren's estimate was promptly verified insofar as the early years were concerned, by the expenditure on construction account during 1882 of over four hundred thousand dollars.



COL. WM. M. SHAW.

Division Passenger Agent C. B. & O. A well known Cincinnati and veteran railroad man.

Notwithstanding the heavy expenditure called for and the depressed state of business during much of his administration, Mr. Scott managed to get the road into such physical shape as to enable him to say in 1884, "With regard to the present state of the road I can not do better than note that on the occasion of their last official trip of inspection in October, 1884, the Trustees made a favorable minute of the condition of the road." New sidings relieved congested traffic to a great extent. Mr. Meehan, the Superintendent of Motive Power, had placed the equipment in elegant shape, and Mr. Carroll, then General Superintendent, was able to report: "The efficiency and high rate of speed of your passenger-train service has been fully maintained and all connections at both ends of the road have been made with satisfactory regularity, while your freight-train service has been no less gratifying."

The unexpectedly heavy expense necessary for betterments was, at the suggestion of an English accountant, provided for by means of a sinking fund. A dividend of 3 per cent. was declared in 1882, but none for 1883 or 1884.

Mr. Scott resigned on January 1, 1885, and was succeeded by Mr. Frank S. Bond, who served until December, 1886, as President of the Associated Roads. At the same time Mr. Charles Schiff was elected Vice-President of the Company and Mr. Scott re-elected General Manager, in which office he was soon after succeeded by Mr. John C. Gault.

Under Mr. Bond's administration the gross receipts of the Company remained practically stationary as compared with previous years (about \$2,600,000 per annum), but the operating expenses were at once decreased. During 1885 measures were taken by the lines south of the Ohio River to change the gauge of all lines from 5 feet to 4 feet 8½ inches, and this much-needed improvement was put into effect May 30th, 1886. Prior to that time roads south of the Ohio River had a gauge of 5 feet as against 4 feet 8½ inches in effect north of the river. The freight traffic of the road was constantly congested, retarded and made expensive by the necessity of maintaining a hoist at Cincinnati where freight cars were lifted, the trucks removed, and other trucks put under them making the necessary change in width of track. Reference

has already been made to Mr. Bond's attitude toward the question of onerous lease conditions. Changes in organization and administration were put into effect by Mr. Bond and the physical condition of the property fully maintained.

His successor, Mr. Charles Schiff, succeeded him on December 27th, 1885, Mr. Bond having accepted on that date the Vice-Presidency of the Chicago, Milwaukee & St. Paul Ry. Mr. Schiff, in his operation of the property for the period of three years, gave his attention to the upbuilding of the property insofar as was possible, and was in such fortunate relation to the general business situation in the South as to show steadily growing earnings to such an extent, indeed, that in the last year of his administration the earnings passed the four million mark.

The question of insufficient terminals at Cincinnati was with him, as with his predecessors, a cause of constant anxiety and assumed an importance only equaled by the one of how to continue the necessary yearly outlay upon permanent betterments to the city's property and at the same time serve the stockholders, and, if possible, give them something approximating a reasonable return in the shape of dividends upon the money they had invested.

By the continuance of the plan inaugurated by the Company upon its organization, under which the value of heavy betterments expended upon the city's property was taken care of by means of a sinking fund, a dividend was declared in February, 1889, of 3 per cent. on the capital stock, 2 per cent. was again declared in October, 1890, and 2 per cent. (under Mr. Felton's administration) in October, 1891. This was the last dividend ever paid, and the abolition of the sinking fund showed the net results of the operations of the Company, as of June 30, 1892, to be a debit of over one hundred thousand dollars.

Mr. Schiff was much interested during his incumbency in the efforts heretofore referred to, looking to legislation to relieve his Company from part of the burdens he felt had been unfairly assumed, but was unable to secure the desired relief for them. His term of office ended December 19th, 1890, and Mr. S. M. Felton was elected as his successor. Mr. Felton's jurisdiction as President covered the Cincinnati, New Orleans & Texas Pacific and the Alabama Great Southern, while Mr. C. C. Harvey, the Vice-President, was in charge of the New Orleans & North Eastern, Alabama & Vicksburg and Vicksburg, Shreveport & Pacific Railroads as their executive head.



W. J. MUNSTER,
Auditor of Accounts. Financial Investigator
and Account Book Publisher.

RESUMÉ OF HISTORIC EVENTS
CONNECTED WITH THE BUILDING OF THE
CINCINNATI SOUTHERN RAILWAY.

Million Dollar Subscription and Grand Jubilation,	February,	1836
Southwestern Railway Convention, Knoxville,	July,	1836
Cincinnati's First Railroad (Little Miami R. R.),		1844
Constitution of Ohio forbids municipalities to assist stock companies,		1851
Chicago & Rock Island R. R. connects Chicago with the West,		1859
Kentucky Central opened Cincinnati to Lexington,		1859
Attempt to raise a million dollar bonus to extend road from Nicholasville, Ky., to Knoxville, Tenn.,		1860
Civil War puts a stop to subscriptions,		1861
General Burnside wants military line built to Knoxville and Kingston,		1861
Lincoln recommends Burnside's plans to Congress,	December,	1861
Maj. W. A. Gunn, Burnside's Chief Engineer, makes surveys,		1862
Atlantic & Great Western Railway agrees to extend Lexington & Danville R. R. south for a bonus, which plan fails,		1867
Edward A. Ferguson published a plan for road to be built by Cincinnati,	November 25,	1868
The Ferguson Bill passes the Ohio Senate,	April 29th,	1869
Ferguson Bill passes House of Representatives,	May 4th,	1869
Special Election,	June 26th,	1869
Trustees appointed by Superior Court,	June 30th,	1869
Surveyors put in the field,	August,	1869
Kentucky Legislature refuses grant to the road,	March,	1870
Tennessee passes bill for it,	January,	1870
Kentucky again refuses to pass the grant,		1871
Governor Leslie finally approves restricted Kentucky grant,	February 13,	1871
The Trustees sell \$150,000 worth of bonds,	June,	1872
Mr. Hooper returns from London, his mission a failure,	May	1873
Trustees decline an offer of New York bankers for entire bond issue,	September 15,	1873
Jay Cooke fails. The great panic of 1873,	September 18,	1873
Trustees make personal loan, \$5,000. First contract for excavating awarded,	December 12,	1873
Entire line finally located,	February 12,	1874
Entire \$10,000,000 of bonds finally disposed of,	May,	1875
Bill introduced in Ohio General Assembly, calling for \$6,000,000 addi- tional bonds,	January,	1876
Election held to vote upon question of \$6,000,000 additional bonds,	March 14th,	1876
Road is opened for traffic, Ludlow to Somerset,	July,	1877
The First \$2,000,000 loan is defeated at the polls,	May 3rd,	1878
The Second \$2,000,000 bill passed Legislature,	May 15th,	1878
Approved at special election,	August 14th,	1878
Investigating Commission makes its report,	January 14th,	1879
Present lease is entered into,	October 11th,	1881
Receiver for C., N. O. & T. P. R. R. is appointed,	March 18th,	1893
Receivership terminated,	October,	1899

CHAPTER VI.

THE FELTON ADMINISTRATION.



ENTRANCE TO
KING'S MOUNTAIN TUNNEL.
Altitude of hill above tunnel, 1287 feet.
Length of tunnel, 3984 feet.

THE coming of Mr. Felton to the Queen & Crescent brought to bear upon this property all the clear-cut vigor at the command of a young man of ambition backed by unusual mental and physical powers, a young man in years but of wide experience in the field of railway operation and the possessor of technical knowledge on the subject that was surpassed by few executive heads of railway properties.

When President Felton came to Cincinnati the road was emerging from the last of the series of short administrations just referred to; part of them, under men whose technical knowledge of railway building and operation was limited, but who were financial men of great ability. Mr. Bond, Mr. Scott and Mr. Schiff, who were Mr. Felton's immediate predecessors, had each appeared, to a certain extent, as the representative of foreign financial interests, and their close identification with these interests had doubtless, if we may be permitted to say so, often hindered their best efforts in behalf of the properties under their immediate control.

The earnings of the road were in excellent condition. The South had never before been so stirred up by industrial activity as now. The directors of the C., N. O. & T. P. had felt so flattered by the business prospects and the large earnings that a dividend was declared in December, 1890, and again in June, 1891, and yet, under the smiling surface indications were several matters of grave enough import to make the future of the leasing company a very doubtful quantity.

Several widely diverse interests were at work. There had been a great deal of discussion on the part of the patrons of the road—discussion of freight rates and complaint of alleged discrimination against Cincinnati which was likely to injure the revenue of the road. To be sure, the complaints do not appear to have been upheld by the facts, but their influence was nevertheless likely to result in serious loss of revenue. Cincinnati then, as now, was unquestionably the best customer of the road, and Cincinnati's traffic, for good and sufficient geographical reasons, was more valuable than that

of any other city. On these grounds alone, without regard to any natural inclination to favor friends and business neighbors, it would be only reasonable to suppose that



GENERAL ZOLLICOFFER'S TEMPORARY HEADQUARTERS.

Two miles south of Logan's X Roads and eight miles west of Somerset. Established just previous to the battle. Tradition says that a Confederate soldier, while in the act of fastening a flag to the chimney on top of this cabin, was shot by a native, and that his body remained across the comb of the roof two or three days before being removed.

the road should be completed. It has now become a self-evident fact that the only possible way to run the road is on ordinary business lines, allowing fair rates and fair profits on business performed; but in 1890, Mr. Felton found he was to encounter much of the spirit of unfair criticism.

A further agency in complicating matters for the new President was the Doughty over-issue case, which was dragging slowly through the courts. Some thought that the directors of the Company were collaterally responsible for Mr. Doughty's wrong-doing and some blamed the President; while everyone was inclined to join in general

the road would, on the grounds of business policy, be operated in the interest of the city from which its greatest patronage is to be had. In all discussion over this point (and it has been very acrimonious at times), no one seems to have established any existing reasons why the executive officers of the road should for a moment oppose the interests of the city in order to favor those of any other community.

Such discussion, perhaps, was but the natural outcome of the tremendous excitement of the 70s, when men were led to dream of little less than a commercial millennium when



TEMPORARY HEADQUARTERS OF COLONEL FRANK WOLFORD,

The Noted Cavalryman, of the First Kentucky Cavalry.

One-half mile south of Logan's X Roads and eight miles west of Somerset, Kentucky.

disapproval, much of which was unmerited.* Then, too, there lay in the recent industrial development of the South another cause for complaint. The Southern country, in



LOGAN'S CROSS ROADS.

Eight miles west of Somerset, near which the Battle of Mill Springs was fought, in which General Zollicoffer was killed. This is where the National Cemetery is located.

1890, had been opened to the exploitation of the real-estate shark, the promoter, and the so-called mineral expert, until that rich empire of agricultural products, coal and iron, which was actually awaiting development under prudent conditions of finance, was overrun with the professional boomer. Cincinnati was, by reason of its close relations to the South, easily susceptible to these investments, and her citizens had interested themselves heavily in town lots, business blocks and the stock of various coal and land companies. New towns had opened up at Dayton, Harriman, Rock-

wood, Cardiff and Fort Payne, as well as at Lenoir, Anniston, New England City and many other towns not on or near the Queen & Crescent Route, while Chattanooga and Birmingham were overcrowded by investors and promoters. The failure of easily-promised dividends to materialize, and total loss in some cases of the entire investment, affected the average citizen to a degree where he failed to be a careful reasoner and was rather disposed to participate in severe criticism of the Cincinnati Southern, along with everything else that was Southern



THE "ZOLLA TREE."

Where the Rebel General Zollicoffer fell after being shot. The fence on the right is where his horse jumped into the road from field opposite the tree, with Zollicoffer on his back. This view is looking south toward Mill Springs, eight miles west of Somerset, Kentucky.

* The Superior Court of Cincinnati handed down a decision holding that the Cincinnati, New Orleans & Texas Pacific Railway Company could not be held responsible by the holders of the fraudulently issued stocks, but on March 18th, 1893, the Supreme Court of Ohio reversed this. The immediate result was the appointment, the same day, of a Receiver for the Company.

The Cincinnati Southern Railway

or reached Southward. Time has shown the fact, not then apparent, that these Southern cities contained properties that were remarkable for great value if properly developed, and the further fact that the old story of sudden inflation is ever followed by the unpleasant effects of depression.



"IN THE BLACK BELT."

These were some of the conditions that Mr. Felton found when he came to Cincinnati. The situation called for a hand of unusual firmness in handling these affairs. The over-issue case, should it be finally decided against the Cincinnati, New Orleans & Texas Pacific Railway Company, threatened the Company with financial wreck. The assets of the Company were badly depleted; the rolling stock, which was their chief component, was in need of renewal, terminal facilities at Cincinnati were badly lacking, while what may be described as a heavy future liability appeared in the shape of lease requirements in the way of bridge and track improvements promised to make heavy drains on the revenue for several years to come. It will be recalled, in this

connection, that, as is shown elsewhere, the Trustees, in the financial stress that beset them in the days of the construction, had evolved the idea of a lease which should contemplate in its provisions the completing of the road as well as its operation, and that the lease, finally made in 1881, contained quite a large demand upon the lessee company for construction work, a large part of which was not as yet begun.

The new President set about the tasks awaiting him with such sureness of touch and evidence of a policy not to be easily turned aside, as made the old-school conservatives open their eyes, and brought his official family to his side in instant co-operation. Affairs seemed to have taken a sudden start forward; the inauguration of a swift, resistless and apparently unending policy had begun, under which all considerations but the placing of the Cincinnati Southern on a high plane of efficiency had been incontinently set aside.



NEAR HIGH BRIDGE.

Toll Gate on the Shakertown Pike, near the wagon road bridge.



TRACKS OF THE QUEEN & CRESCENT ROUTE, AT THE
BASE OF LOOKOUT MOUNTAIN.

It is proper that something should be said of the history and personality of the man in whose hands the property was destined to remain for the next few years. When he came to Cincinnati, although but thirty-seven years old, he had, for sixteen years, served in various executive capacities with the Pennsylvania Lines, New York & New England Railroad and the Erie Lines. His father was President of the Philadelphia, Wilmington & Baltimore, a Pennsylvania road, and the son, beginning as a rodman at sixteen on an engineering corps, had, at the early age of twenty-one, been appointed General Superintendent of the Pan Handle System of the Pennsylvania Lines. This post he held for eight years. His executive ability was marked, and at the age of twenty-nine he was made General Manager of the New York & New England Railroad. In 1884, he began a brilliant line of service with the Erie, being, in February of that year, appointed as Assistant to the President in special charge of the New York, Pennsylvania & Ohio Railroad. Promotions followed quickly, as General Manager of the New York, Pennsylvania & Ohio

Railroad, Vice-President of the Erie in charge of traffic, and in October, 1885, First Vice-President, in charge of traffic and operating departments. His strong record on the Erie commanded the attention of the railway world, and on November 21st, 1890, resulted in his election to the Presidency of the East Tennessee, Virginia & Georgia Railroad, the Alabama Great Southern, the Louisville Southern, and the Cincinnati, New Orleans & Texas Pacific Railway, operating the lines comprising the Queen & Crescent Route.* His strong hand continued to guide the affairs of the Cincinnati, New Orleans & Texas Pacific Railway through the tortuous paths of 1893, 1894, 1895 and 1896, and through a long receivership, into the more prosperous days which later befell the railroads of the country. In 1899, he was able to close the receivership so ably administered, and take up, as President of the Chicago & Alton, the rehabilitation of that road.

* This is probably a case without parallel, as the responsibilities of the General Superintendency of the Southwest System are heavy enough to permit of only a small percentage of railroad men being able to successfully carry them out at any age, much less at twenty-one.

The Cincinnati Southern Railway

Mr. Felton was essentially a "Pennsylvania" man. His training as an engineer and his service with the Pennsylvania System emphasized in him his personal trend toward the physical development of the property under his control, which is so essentially a Pennsylvania characteristic. A man of few words; he possessed a practically unlimited capacity for the handling of large questions. A large man physically, with a strong underjaw which shuts very firmly indeed against anything that is questionable, unbusinesslike or likely to be at cross purposes with his plan, he disposes of business with rapidity, and his grasp of each question as it presents itself is comprehensive. Yet with his capacity for matters of magnitude, he is noted for his ability to handle every detail, however small, a rare combination that has enabled him to handle with unexampled success the serious and varied problems which awaited his coming to Cincinnati.

One of the first things he turned his attention to in his new position was the betterment of the rolling stock. Under the old regime, the trains out of Cincinnati had made slow time, over light rails, drawn by engines which at the present time would seem pigmy beside the modern Queen & Crescent passenger locomotive. A contract existed with the Mann Boudoir Car Co., which



RALPH PETERS.

General Superintendent Pennsylvania Lines, Southwest System, Columbus, O. Formerly Superintendent and General Agent at Cincinnati.

provided for sleeping cars of that company's design. These were not well liked by travelers, particularly in later years, when the Boudoir Company's equipment grew old and below the standard of the Pull-

man or Wagner cars. All of this was to be promptly changed. The old sleepers began to be interspersed with standard Pullmans; and with the opening of the winter tourist season of 1891 were attached to new and handsome trains of day coaches,



RESIDENCE OF RALPH PETERS.

General Superintendent Pennsylvania Lines, Southwest System.
2167 Grandin Road, Walnut Hills,
Cincinnati.

postal cars and baggage cars. They were equipped with what was then known as the new safety vestibule, the first in the South; the old-fashioned oil lighting was superseded by the Pintsch-gas method. The day coaches were provided with such unusual luxuries as washrooms, with hot and cold water, soap, towels and mirrors, luxuries heretofore confined to Pullmans only. The interior woodwork, the rich upholstery and the plate-glass windows made a train that was of unusual elegance. To draw these trains heavy and speedy compound engines were ordered. Somewhat later on the result of this investment was, with the help of the Advertising Department, an immediate growth of winter-tourist travel. The Queen & Crescent became known as the road that was the best; as the road that took one through beautiful scenery on what the Passenger Department was rapidly advertising as "The finest trains in the South." The purchase of the new trains had required courage, but the expenditure had brought early returns in a hundred direct and indirect ways, and was the first step toward the physical plane the road has since attained.



S. M. FELTON.

The freight equipment was not so easily recruited. Old cars were brought into the shops and rebuilt as fast as circumstances would permit, but the panic of the next succeeding years made it unwise to make any heavy investments in this direction. The President bought new locomotives, and within a year's time purchased 500 freight cars and repaired a great deal of old and worn-out freight equipment. 6,000 tons of 75-pound steel rails were also purchased. Meanwhile, October, 1891, the yearly rental had increased \$100,000 and the revenue per mile on both freight and passenger traffic was rapidly reaching the low point at which, later on, it was to cause the operation by the United States Courts of 90 per cent. of American railways.* The condition of affairs seemed to demand retrenchment of the most marked character.

* "It is of interest to those who have been watching the results of the lease to compare the figures for the year just closed (1900) with 1891. The tons handled increased 5.22 per cent., while gross earnings show a decrease of \$693,277.58 or 15.83 per cent. This is accounted for by a decrease from .88 mills per ton per mile in 1891 to .73 mills in 1896, or 17.05 per cent.; and a decrease in passenger earnings per mile from 2.34 cents in 1891 to 1.86 cents in 1896, or 20.51 per cent. While there was a decrease in the number of passengers carried of 18.28 per cent., the number moved one mile increased 4.76 per cent., so it will be seen that the work done in the year just closed was greater in both branches of the traffic than in 1891. The rates of 1891, as applied to the traffic of 1896, would show an increase of \$532,573 in freight and \$213,005 in passenger earnings."—*President's Annual Report, June 30th, 1896.*

The Cincinnati Southern Railway

With this retrenchment in view the road between Cincinnati and Chattanooga was divided, February, 1893, into two divisions: the lower one, between Somerset and Chattanooga, remaining in charge of Superintendent Griggs, who previously had control of the operation of the entire line, and the upper half, Somerset to Cincinnati, was placed in charge of Mr. W. J. Murphy. The result was a record which might be properly known as "intensive" railway operation. Mr. Murphy and Mr. Felton had for years been fellow officials on the Erie and understood each other's methods fully. Mr. Griggs had been in charge of operation on the Queen & Crescent for a long period of time, and as a practical man, with the local conditions well in hand, could not be excelled. The result of this division of labor was at once noticeable. New ideas in discipline began to appear, such as uniforms for station agents and uniforms for enginemen and various other forms of discipline, some of them visible and others no less potent, which were unseen. Collisions, derailments and other train wrecks, which in other days had been so remarkably frequent, at once diminished to a minimum under the high discipline. The intensive system called for supervision of every



THE ROBERTSON SEWING MACHINE CO.

Seventh and Race Streets, Cincinnati, O.

The only firm which retails and wholesales High-grade Sewing Machines.

pint of lubricant, every pound of coal, gallon of water or ounce of cotton waste. The now famous system of stoking was put into effect, requiring, among other things, that only one shovelful at a time of fresh fuel shall be added to the locomotive fires. Fire boxes of a new design were put into the engines, which, with the new stoking rules, reduced the use of fuel to a minimum and enabled the Passenger Department to advertise to prospective passengers the new slogan, "no smoke, no cinders." Every item of operation was gone over in the same way. The expensive luxury of wrecked trains was

eliminated partly by the ordinary means of highly-developed discipline among the men and partly by the inauguration of the automatic electric-signal system. With the advent of the signals came Mr. Murphy's system of stereopticon instruction, which has since been inaugurated on a great many other lines throughout the country. Each candidate for a position as trainman is put through an examination by the aid

of colored signals shown by the stereopticon, and each trainman is required to attend these lectures at stated intervals during his whole term of service. Air-brake instruction cars were also inaugurated. The result is an average of high intelligence, technical skill and esprit du corps that can not be duplicated.

The tonnage system was put into effect in hauling freight trains; the Auditor's statements showed unexpected reductions in claims for damages in wrecks and other accidents, with a heavy decrease in the cost of operating passenger and freight trains. An accident insurance plan at greatly reduced rates was arranged in due time, to be availed of by the men; a system of premiums for trackmen, trainmen and other employes was installed, which stimulated a friendly rivalry that has proven of great value. Readingrooms were inaugurated at divisional points and equipped with books, magazines and games for the free use of the men.

The result of all this was a service of the highest standard and a remarkably economical administration of affairs.

The President has said in his annual report for 1894: "The business depression of the last year is probably the worst that we will be obliged to face. The history of the fiscal year from commencement to end is remarkable. Inaugurated by the severe panic in July, followed by disappointing legislation in Congress, the long-drawn-out agitation of the tariff question, supplemented by the greatest coal strike ever known, and finally closing with the most gigantic railroad strike ever inaugurated in this country, there is little wonder that the gross results have been so unsatisfactory."

With a deficiency of \$600,000 in gross revenue, following on large decreases the two previous years, the results would have been most disheartening had it not been for the installation of the advanced ideas of operation, of which we have given a brief outline. Nothing quite equal to it has ever been accomplished elsewhere. With a short-term lease as the only hold upon a property, with barely enough revenue to pay the annual cash revenue due the city, with gigantic improvements demanded under the lease, which must be made out of earnings while other roads issued new stock or bonds for the same purpose, with rapidly-lowering rates for carrying freight and passengers, with all these antagonistic surroundings the road during this period



OHIO MILITARY INSTITUTE.

College Hill, Cincinnati, O.

Rev. J. H. Ely, Regent. One of the best-equipped Schools in the West. Located within easy reach of Cincinnati's Art and Educational Advantages. We believe in it, our patrons do, and you will if you send us a good boy.

The Cincinnati Southern Railway

was brought up to the highest state of efficiency in a way which deserves to rank as one of the greatest achievements in the history of American railway operation.

It will thus be seen that while physically the property was being put into a most admirable condition, the financial condition of the Cincinnati, New Orleans & Texas Pacific Railway Company was far from being satisfactory, and when, on March 18, 1893, the Doughty over-issue case was decided by the Ohio State Supreme Court, reversing the finding of the Circuit Court and holding the Company liable for over \$400,000 worth of fraudulently-issued stock, Mr. Felton took steps to protect the property for which he was responsible. This was done in the shape of an amicable suit plead before the United States Circuit Court for Southern Ohio, being a petition



THE CORRIDOR CINCINNATI'S GRAND HOTEL.

Third, Fourth and Central Ave., Cincinnati, opposite the Grand Central Depot.

A. G. Corrie Hotel Co., Proprietors.

on the part of General Samuel Thomas, who was at the time Chairman of the Board, who as a creditor and stockholder prayed that a receiver be appointed for the property. This was presented to Judge W. H. Taft that same night, March 18, 1893, and he appointed S. M. Felton as Receiver, in which capacity, from that moment on, for a period of six and a half years, he continued to discharge indebtedness and administer revenue. Here was an excellent opportunity for the critical portion of the public to find much meat with which to feed their hungry appetites on comments of disaster and wreckage. They said that now the city would suffer; her rental would cease and her in-

terest charges go on; that this latest move was a subterfuge by which the leasing company proposed to evade its just obligations; that the leasing company was being wrecked; that some stronger organization might absorb its valuable franchises. All this might have been just cause for reasonable fear had it not been for the fact that the executive head of affairs was another sort of man and had no intention of failing in the performance of all duties toward creditors, including the city of Cincinnati.

The actual administration of the receivership began the following morning. The President reduced his own salary; the company's employes were asked to accept a 10 per cent. reduction in wages; supplies, extra construction work, advertising expenses, free or exchange transportation were so thoroughly inspected and carved down that, despite the years to follow in which the depression and stagnation in all lines of

The Cincinnati Southern Railway

healthfully forming a cushion with which to protect the industrial and manufacturing movement which was soon to begin; and the agitation concerning rate discrimination had narrowed itself before the evident fairness of the traffic department down to the criticism of a distinctly small portion of shippers. The question of proper terminal

facilities, however, and the question of inadequate freight equipment remained, embarrassing to the revenue of the road, the accommodation of its patrons and the proper preservation of its revenues.



OFFICE OF FEDER. HOLZMANN & CO.
Bankers, Dealers in Bonds, Stocks, etc.
Union Trust Building, Fourth and Walnut Streets, Cincinnati, O.

By the terms of the lease of October, 1881, the Trustees were at once to expend \$300,000 then in their hands for the terminals at Cincinnati. This was promptly done, but the facilities afforded thereby were so evidently inadequate that the Trustees and the lessee held numerous conferences about the matter. Here it developed that the lessee com-

pany were finding the terms of the rental somewhat onerous. They had paid during the first period of five years an annual rental of \$800,000, and \$12,000 per year for the salaries and expenses of the Board of Trustees. To this must be added the expenditures, up to January 1st, 1887, of \$1,266,017.26 for permanent improvements, which revert to the city. In view of the increased rental, \$912,000, for the second period of five years and the probable continuance of the outlay for permanent improvements, an understanding was reached with the Trustees by which they should endeavor to secure authority from the State to permit the lessee to defer the payment of \$200,000 of the annual rental and to extend the length of time the lease was to run. This they failed to do. The bill, as it passed the Legislature, made no provision for the deferred payments, and stipulated that the rental on any extension that might be added to the lease period should be not less than \$1,250,000 per year. This bill passed the Legislature March 8th, 1889. The lessee company, through President Schiff, declined to accept its terms, and one of the results of this failure to come to an agreement as to the relief of the leasing company was that, in February, 1890, the usual annual statement was sent to the Trustees, showing that instead of "Proper and sufficient depot and yard facilities" which were claimed by the lessee under the provision of the lease, the company had expended to that date \$824,406.35 for rentals and other expenses in providing these facilities. This claim has steadily grown until

it has now reached the heavy total of over \$2,000,000, and was the subject of litigation instituted by Mr. Felton during his administration as Receiver. This question of terminal facilities has been one of an import much more serious than the figures in the large claim for rental can possibly show. It has involved the whole welfare of the road and the welfare of the city's commerce has been affected. The question of terminals has commanded the attention of every municipality in the country, and the prosperous cities are those that have handled the question wisely and upon broad and liberal grounds. It is to be regretted that Cincinnati has not been more fortunate in her methods. So far as our own road is concerned, no one pretends to claim that its terminals are sufficient for the ready handling of its traffic. The lessee, with but a few years of its lease left to run, can not afford to purchase and develop terminals and turn them over to the city. A solution of the problem is suggested in the lease renewal, now before the public, by which the Trustees are to issue bonds to the amount of \$2,500,000, from the proceeds of which terminals are to be provided and the lessee (with 65 years of lease assured) undertakes to repay this expenditure with interest before the bonds accrue. The welfare of the city and the road demand that this should be done at once.

In addition to the unsettled question of inadequate terminals, Mr. Felton found it difficult, indeed, to discover any feasible plan by which the heavy mileage charge on freight cars belonging to other roads could be reduced. The only way to do this was to reduce such charges by the purchase of more equipment. This he was unable to do save in small and insufficient lots. The "intensive" system, to which we have several times referred, did much to relieve the situation, however. Each addition of 500 cars to the equipment was an added relief. The number of tons per train load was increased, too, from 192.6 in 1891 to 276.6 in 1896 and to 421.79 in 1900. Heavier freight engines were bought in small numbers; double-header trains (trains drawn by two engines) were put into service, and this, while



THE PICKERING HARDWARE CO.

The Pickering Building, Main and Fifth Streets, Cincinnati.
Hardware, Cutlery, Sporting Goods and Bicycles.

The Cincinnati Southern Railway

the cost for mileage on foreign equipment has been reduced very slowly, the cost of handling freight trains has largely decreased, and with the economies we have referred to, greatly relieved the situation.

The spring of 1897 began to show a rising spirit prevalent in freight movements all over the country, and the early signs of general prosperity caused the Receiver and the friends of the road to feel that the end of the long struggle for continued existence through which the previous four years had led them was at last near enough to be visible to the eye of faith. By another year the Spanish War was to break out, and in May, 1898, began a movement of hurrying regiments that made, before the war was over, a most agreeable and unexpected addition to the revenues. When the movement home again was completed, the Cincinnati, New Orleans & Texas Pacific Railway had received from the movement of troops and government freights revenue to the amount of \$583,405. Thus, for the year ending June 30th, 1899, the leasing company's gross earnings were the largest in its history and its expenses were



JUDGE WM. H. TAFT,
Governor-General Philippine Islands. Formerly
United States Circuit Judge, Cincinnati, and
as such in charge of the destinies of the
C., N. O. & T. P. Ry. Co. through the Felton
receivership.



ANDREW ERKENBRECHER.
Founder of the great Erkenbrecher Starch
business. His name will always be as-
sociated with his lifework in founding and
carrying on the Zoological Society and the
famous Zoological Gardens at Cincinnati.

probably the most economical. Yet Mr. Felton called to the attention of the stockholders that on account of reduced freight and passenger traffic and increased rental, the net earnings were lower than those of 1891 and only about equal to those of 1890.

However, the future was now very hopeful; the furnaces and coal mines had started; the whole country was in the midst of a wave of unexampled prosperity. As for the Receiver, the Doughty over-issue claims had fallen under influences friendly to the stockholders; the Beaver Creek Coal Company's claim had been brought to settlement, and the annual deficit that had been appearing several years as the result of the road's operation, had now changed to a surplus; a voluntary increase in the wages of the employes was made and causes that

had led to the receivership were removed. It was arranged, therefore, that all parties in interest should, on Sept. 30th, 1899, appear before Judge Taft, and, as a result, an order was on that day handed down by the Court closing the receivership, restoring the property of the Company to the custody of the stockholders and naming January 1st, 1900, as the date on which Mr. Felton should file his final report. This long and successful handling of the property by the United States Court was one of the many

**A TABLE OF
CINCINNATI, NEW ORLEANS & TEXAS PACIFIC
RAILWAY OFFICIALS.**

PRESIDENTS.

<p>THEODORE COOK, October, 1881, to December, 1882 JOHN SCOTT, President and General Manager, January, 1883, to August, 1885 FRANK S. BOND, September, 1885, to December, 1886</p>	<p>CHARLES SCHIFF, January, 1887, to December 19th, 1890 S. M. FELTON, December 20th, 1890, to September, 1899 S. SPENCER, October, 1899, to date</p>
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GENERAL MANAGERS.

<p>C. C. HARVEY, Vice-President and Assistant General Manager, March, 1883, to July, 1885 JOHN C. GAULT, July, 1885, to December, 1889</p>	<p>R. CARROLL, January, 1890, to September, 1895 S. M. FELTON, September, 1895, to September 1899 W. J. MURPHY, October, 1899, to date</p>
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GENERAL COUNSEL.

<p>EDGAR M. JOHNSON, October, 1881, to March, 1887</p>	<p>EDWARD COLSTON, April, 1887, to date</p>
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CONSULTING AND CHIEF ENGINEERS.

<p>G. BOUSCAREN, October, 1881, to February, 1886</p>	<p>G. B. NICHOLSON, May, 1885, to date</p>
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SECRETARIES.

<p>GEO. F. DOUGHTY, October, 1881, to May, 1882 H. H. TATEM, June, 1882, to November, 1895</p>	<p>A. TELFORD, December, 1895, to December, 1899 W. A. SHOEMAKER, January, 1900, to date</p>
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TREASURERS.

<p>H. H. TATEM, October, 1881, to November, 1895</p>	<p>CHAS. PATTON, October, 1899, to date</p>
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AUDITORS.

<p>R. S. POMEROY, October, 1881, to January, 1882 R. F. MUNRO, Comptroller, February, 1882, to August, 1885</p>	<p>C. C. HARVEY, August, 1885, to December, 1889 CHAS. H. DAVIS, January, 1890, to May, 1899 M. F. MOLLOY, June, 1899, to date</p>
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TRAFFIC MANAGER.

<p>D. MILLER,</p>	<p>December, 1890, to May, 1893</p>
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GENERAL FREIGHT AGENTS.

<p>E. P. WILSON, General Freight and Passenger Agent, October, 1881, to December, 1883 H. COLLBRAN, General Freight Agent, January, 1884, to June, 1885 H. COLLBRAN, General Freight and Passenger Agent, July, 1885, to July, 1888</p>	<p>R. X. RYAN, General Freight Agent, August, 1888, to March, 1892 H. F. SMITH, General Freight Agent, May, 1893, to September, 1895 G. P. BILES, General Freight Agent, October, 1895, to date</p>
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GENERAL PASSENGER AGENTS.

<p>E. P. WILSON, January, 1884, to September, 1885 D. G. EDWARDS, August, 1888, to August, 1893</p>	<p>W. C. RINEARSON, September, 1893, to date</p>
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PURCHASING AGENTS.

<p>JULIUS UHLEIN, October, 1881, to June, 1882 R. W. HEALY, July, 1882, to December, 1891 G. W. STEVENS, January, 1892, to May, 1898</p>	<p>G. B. NICHOLSON, June, 1898, to July, 1900 A. TELFORD, August, 1900, to date</p>
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P. S.—Samuel Thomas was President and Henry Fink Vice-President between S. M. Felton and Chas. Schiff's time.

CHAPTER VII.

THE SOUTHERN RAILWAY INTERESTS.

By HON. H. P. BOYDEN.



A QUEEN & CRESCENT PUBLICATION.

AS has been seen, of the original stock of the Cincinnati, New Orleans & Texas Pacific Company, fifty-one per cent. was taken by the Alabama, New Orleans & Texas Pacific Junction Railway Company of London, England, the remaining forty-nine per cent. being held chiefly by Cincinnati people, some of whom had been previously interested in the Cincinnati Southern Railway Company and in the Cincinnati Railroad Company. The controlling interest was vested in the Alabama Great Southern, which was one of the six companies of the Erlanger System.

On April 30th, 1890, the Richmond & West Point Terminal Railway Company acquired, through the Richmond & Danville Railroad Company and the East Tennessee, Virginia & Georgia Company, a controlling interest in the Alabama Great Southern Railroad, and thus came into control of the Cincinnati Southern Railroad lease. To pay for the controlling shares in the Alabama Great Southern Railroad Company, the Richmond & Danville and the East Tennessee, Virginia & Georgia Companies jointly issued \$6,000,000 fifty-year, 5 per cent. bonds, designating them as the Cincinnati Extension Bonds—the Terminal Company attaching to these bonds its guaranty as to both principal and interest.

A general plan of consolidation of Southern lines was in process of prosecution when financial difficulties of a serious character overtook the Terminal Company, with the result, after prolonged litigation and two unsuccessful efforts, of a reorganization of the entire system. Decrees of foreclosure were entered under several mortgages in March and April, 1894, and among other properties sold was the East Tennessee, Virginia & Georgia, July 7th, 1894. Out of these various proceedings grew the Southern Railway, which was chartered by Virginia on February 20th, 1894, and organized in Richmond on June 18th of the same year. This company acquired by purchase the East Tennessee, Virginia & Georgia, and on August 1st, 1894, began to operate the property.

The result had been brought about directly through the efforts of Mr. Samuel Spencer, who, as a member of the firm of Drexel, Morgan & Co., had made a most

The Cincinnati Southern Railway

thorough examination of the physical and financial condition of the various subordinate properties included in the Richmond & Danville and the East Tennessee, Virginia & Georgia Systems. This examination was very complete, and stands today with its resultant plans of rehabilitation a monument to the great grasp of the man who did it upon the larger phases of railway finances and operation.

Mr. Spencer traveled all over the Southern country making a careful examination of every mile of the properties involved. He visited the commercial centers and consulted with the leading men of the communities that were vitally interested in what he was about to do. He delved with keen penetration into the large financial questions that were involved, swept aside the network of complications, and saw clearly what was

needed in order to rehabilitate the roads. As a result of his labors he presented to the stockholders and creditors a gigantic plan which, to his far-seeing eye, meant new life to the railroads of the South, development to the communities which they reached and a growth socially and commercially to all that part of the South east of the Mississippi to a degree that has seldom, in the history of the nation, been equaled.

The new organization, when effected, was known as the Southern Railway Company. Its growth from then to now has been constant, until, at this time (1902), the System, with its dependent lines, aggregates over 8,000 miles of road, all of it in healthy condition physically, and busy with the traffic of the growing Southern country.

As to the connection existing between the new companies and the Erlanger holdings of the Cincinnati, New Orleans & Texas Pacific stock, the first annual report of the Southern Railway Company (1894-1895) says: "In connection with the pur-



B. HANNAFORD & SONS, ARCHITECTS.

GENERAL OFFICES QUEEN & CRESCENT ROUTE,

Odd Fellows' Temple,

Corner Seventh and Elm Streets, Cincinnati, O.

chase of the securities of the East Tennessee, Virginia & Georgia Railway Company, which controls the Alabama Great Southern Railroad Company, agreements have been entered into by which the controlling interest in the Cincinnati, New Orleans & Texas Pacific Railway Company (the lessee of the Cincinnati Southern) shall be owned equally and jointly in some form yet to be determined with the Cincinnati, Hamilton & Dayton Railroad Company, thus providing for the joint and neutral operation of the line between Cincinnati and Chattanooga in the interest of the

Southern and the Cincinnati, Hamilton & Dayton Company. A traffic contract was entered into at the same time with the Cincinnati, Hamilton & Dayton Company by which the Southern Railway, the Alabama Great Southern and the Southern Railway in Kentucky are fully protected in the distribution of traffic by the Cincinnati, New Orleans & Texas Pacific and the Cincinnati, Hamilton & Dayton Companies."

Thus it came about that thirteen years after the lease of October, 1881, was made, the control of the lease, and of the Cincinnati Southern Railroad, passed into the equal and joint management of the two companies, one of which was not organized until 1894. No statement other than this bare statement of fact could illustrate more vividly the changes and vicissitudes to which railroad property is subject in this era of consolidation.

The interests that now control the Cincinnati Southern Railroad are very powerful. The report of the Southern Railway Company for the year ending June 30th, 1891, gives figures that, in view of this control, are extremely interesting. Some of them can be briefly tabulated as follows:

Capital Stock,	\$180,000,000
Bonded Debt,	124,581,700
Mileage,	6,729
Gross Earnings,	\$34,660,482

The company has no floating debt, and has had none since its organization. The map which is published shows the extent of the system. In connection with the Mobile & Ohio Railroad Company, of which it has control, it has a total mileage of over 8,000 miles, extending from Washington on the east through all the important cities southeast, south and southwest of Cincinnati, including Norfolk, Charleston, Savannah, Atlanta, Knoxville, Chattanooga, Birmingham, Mobile and Memphis; from Memphis by Corinth Junction to St. Louis, and from Burgin Junction west through Louisville also to St. Louis. Even in these days of great railroad combinations and consolidations, it is one of the great railroad systems of the country.

In 1896 a notable campaign was conducted by the qualified voters of the city upon a proposition made by the leasing company looking to the sale of the road by



THE ALFRED VOGELER DRUG CO.
217-221 E. Sixth St., Cincinnati.
Formerly The Stein-Vogeler Co., Wholesale Drugs, Druggists'
Sundries, Cigars, Sponges, Chamois, etc.

The Cincinnati Southern Railway

the city to the Cincinnati, New Orleans & Texas Pacific Railway Company. The proposition was defeated at the polls by a narrow majority, and the lessee continued thereafter to conduct the operation of the property under the lease.

Messrs. Woodford, Zimmerman, Sully and Shoemaker were elected to the directorate as representatives of the Cincinnati, Hamilton & Dayton interests, October 15, 1894, with Mr. Woodford as chairman of the board. The ensuing year, Mr. Henry A. Taylor took Mr. Zimmerman's place on the board, and Mr. Samuel Spencer and Francis Lynde Stetson were elected to represent the interests of the Southern Railway.

During this management, the road was operated until November, 1890, with rapid physical improvement and increasing earnings under Mr. Felton's able guidance, and later under the equally progressive and able hands of Messrs. Spencer and Murphy.



GOVERNMENT OBSERVATION TOWER,
North End of Missionary Ridge.

CHAPTER VIII.

THE PRESENT ADMINISTRATION.

By HON. H. P. BOYDEN.



SAMUEL SPENCER.

President Southern Railway, Cincinnati, New Orleans & Texas Pacific Railway and Alabama Great Southern Railroad Companies.

WITH the raising of the long-drawn-out receivership which Mr. Felton had so successfully conducted, and Mr. Felton's resignation, it was obvious that the old position of General Manager would be re-established. It was also obvious that the question of an extension of the lease would necessarily come up for consideration and settlement. Whoever the man might be, to be selected for the position he would be called upon early in his administration to act not only in the usual capacity of such an official as to operation of trains, improvement of roadbed and the conservation and growth of traffic, but he must be equipped to meet the requirements which would arise in his capacity as the personal representative of the

President in the important negotiations with the city. It greatly behooved Mr. Spencer, therefore, to fill the place with extreme care. A man was needed who would attract strong allies and steadfast friends, whose tact would turn opposition into reasonable co-operation, and whose sense of justice would command the support of the city.

Mr. Spencer had long established his own position as one of the ablest and most diplomatic of financiers. His occasional visits to Cincinnati had rallied to his side a strong public opinion as represented in such organizations as the Commercial and Manufacturers' Clubs, and the Chamber of Commerce and the Business Men's Club. It was also recognized by the press that Mr. Spencer's policy would be guided to the last possible degree by a sincere effort to give Cincinnati what she wanted and what she thought her railroad ought to give her, and the newspapers were accordingly with him to a large degree.

But a municipality is like a piece of conglomerate, and in the effort to ascertain just what she really did think Mr. Spencer should do for her, it was found that the grain commission men thought he should reduce grain rates to the South, disregarding what competing roads might do in retaliation. Some of the older capitalists of the city thought it did not matter about grain rates, but that Mr. Spencer should pay more rental

than he was doing. Others thought the rental already too high, but held that Mr. Spencer should assume a new lease, not for the Cincinnati, New Orleans & Texas Pacific Company but for the Southern Railway, and thereby increase, as it seemed to them, the guaranty to the city for its proper execution. Others complained that the new lease proposed covered too long a period, and that twenty or twenty-five years was long enough. In short, once more the sovereign people were found to differ widely among themselves on questions of public policy, and the man who could bring these various interests together upon a common ground would have call for the display of abilities of a high order.

It was with this condition of affairs confronting him and with the leasehold on the property rapidly nearing an end that Mr. Spencer found himself at the head, November,

1899, of the lessee company, his presence required in New York City, and someone wanted who could meet for him these various interests and views at Cincinnati; meet them in the daily intercourse of shipper and railway operator, of local financier and Eastern magnate. And thus it was that Mr. Murphy was made General Manager, in charge of the property, formally assuming the place on November 16th, 1899.



W. J. MURPHY.

Born in Greenfield, Massachusetts, Mr. Murphy entered the railway service as a messenger boy on the Erie Railway. He became a telegraph operator and ticket clerk, station agent and train dispatcher, chief train dispatcher and division operator, superintendent of the Delaware Division, superintendent of the Buffalo and Rochester Divisions, superintendent of the Niagara Falls Division of both the Erie and the West Shore roads, operating two divisions jointly. On August 22nd, 1887, just as he was completing his thirty-ninth year, he was appointed General Superintendent of

the entire line. It was a long and honorable service. When appointed General Superintendent he was the youngest man in the country who was filling so important a position. Every promotion has been by hard, consistent, conscientious work. Along the line of the Erie they remember today the "Bouquet Division" of the road, where Mr. Murphy did his first constructive work on roadbed, stations and yards—early sign and promise of the more extended work he was to do in after years along the line of the

Cincinnati Southern. Close application had so impaired Mr. Murphy's health that, in 1890, he left the service for a year, spending his time in Europe. He has given a pleasant and interesting account of his wayfarings in a little book entitled "Three Yanks Abroad." In 1891 he returned to this country and took at once the superintendency of the Brunswick Division of the East Tennessee, Virginia & Georgia Railroad, with headquarters at Macon, Ga. Two years later, in 1893, he became Superintendent of the Cincinnati Division of the Cincinnati Southern, again strong in health, in middle life as to years, and mentally at his zenith with the rich experience of long and successful service at his command.

Through the four years that followed, hard for the lessees of the Southern, through receivership and biting economy, Mr. Murphy was Mr. Felton's right-hand man. And when the time came that the United States Government moved its troops to the South, during the war with Spain, it was Mr. Murphy that sat at the desk and directed a train movement that called forth encomiums of the great railroad men of the country. Under date of July 28th, 1898, he said, in a card addressed to the employes of the Cincinnati Division, "During the past sixty hours 5,327 troops and equipments, occupying 342 cars, 1,250 excursionists to High Bridge, in addition to the regular passenger and fast freight trains, have been handled without the slightest injury to any one and without delay or complication of any kind," and he returned his "warmest congratulations" for the "very gratifying results" and the "efficient and faithful service that had been rendered." The fact was, that he had inspired every employe and official of the division with his indefatigable zeal and his own supreme loyalty. His valuable and patriotic work in connection with this troop movement was recognized by Kentucky's Governor, the Hon. W. O. Bradley, who appointed him to a colonelcy on his staff in recognition of his services in this connection—this in the face of the fact that Governor Bradley's was a Republican administration while Colonel Murphy was of the opposing political belief.

While Superintendent of the Cincinnati Division he practically renewed the road-bed between Cincinnati and Somerset. He installed the prize system inaugurated by Mr. Felton, prizes being awarded for the best section along the line of the railway.



THE LIMITED AT HARRIMAN JUNCTION, TENN.

To the left is the track of the Southern Railway, en route to Knoxville, Asheville and the Carolinas. The bridge crosses the Emory River. The train is headed toward Chattanooga.

The Cincinnati Southern Railway

Examinations were made once a year by officials of other roads and the improvements carefully noted from year to year. Substantial premiums were given to section foremen for improvements. The results are seen and known by every traveler over the road. There is not anywhere a finer roadbed, better maintained and more attractive to the eye, than that of the Cincinnati Southern. Moreover, the automatic car of Professor Dudley confirms the judgment of the traveler. The city of Cincinnati has a property that is equal to any first-class single-track railroad in the country.

The train service has been greatly improved especially in the matter of the prevention of smoke from the locomotives. Some little change in the firebox, some care in stoking and the thing was done. A practical railroad man was in charge, a man who began on the lowest rung of the ladder, and who knew the details of the service through hard experience in all the running departments; and no improvement that would add to the comfort of the traveler was too small to be dealt with.

In another way, and more important, Mr. Murphy gave evidence of his watchful care. In a little book of 54 pages he explained his "Stereopticon Method of Examining and Instructing Railway Employees." "A thorough knowledge of the

signals and the different combinations of the signals is of vital importance," he says in the short preface. He equipped examining rooms at Lexington and Ludlow with an electrical stereopticon, with a large number of slides representing equipment on the road. The trainmen are not only required to familiarize themselves with the rules in the abstract, but they must know the meaning and purpose of every signal and piece of apparatus along the line of the road. Practically, they are carried over the road by a series of lantern slides projected on canvas, and the examiner is able to determine very satisfactorily as to the fitness of men for the positions which they hold or to which they aspire. This "Murphy" method of weekly instruction and examination is generally coming into use on the railway lines of the country.



FALL CREEK FALLS,
Near Ozone, Tenn., on Tennessee Central R. R.
8 miles west of Rockwood.

In addition to the stereopticon method of instruction and examination, there is an Examining Board, composed of the superintendent of motive power, the master

mechanic, the chief clerk and train master, which meets monthly. Before this board appears every one who enters the service of the road, or who is an applicant for a position or who is thought to need special instruction. Examinations are oral and written, the written examinations for conductors and engineers embracing no less than three hundred and three questions. Promotion is based on merit. Civil-service reformers see in this plan their ideal system. The examination is both practical and technical.



ON THE EMORY RIVER.

The result is, that the Cincinnati Southern is becoming not only a homogeneous, well-organized, thoroughly-equipped and instructed body of men, but a training school for railroad men. Men go from there to other roads taking with them the special knowledge and ability which have made the Southern the great road it is. Mr. Murphy's knowledge, enthusiasm and thorough command of detail have borne visible results and formed an uplifting force which has met hearty and cordial co-operation.

When his term as General Manager began, the affairs of the road as to physical condition of the roadbed and as to earnings from traffic were in most excellent shape. The whole country was enjoying the stir and prosperous hum of profitable industry incidental to the close of the Spanish War and the development which followed it under the McKinley administration. The outlook in the South had never before been so good. The price of cotton was better than for years, the iron industry had never before been as active, and the Southern furnaces were running to their full capacity. His administration of affairs began very auspiciously. The clouds on the horizon were the increase in rental which, under the terms of the lease, were to begin in October, 1901, only two years subsequent to the appointment of the new General Manager, and the short time, only about seven years, the lease would have to run in case it were not extended. The sum of \$1,250,000 a year would have to be met by a treasury that during a period of prosperity that produced tonnage enough to tax the equipment

The Cincinnati Southern Railway

beyond what it should be taxed, was barely able to meet the present quarterly payments. During the first year of the new administration some new locomotives were bought. Some few old ones were sold. The line around Tunnel No. 27, south of Harriman Junction, Tenn., was begun, and by way of new passenger service the new Chicago and Florida Special was put into successful operation, largely through the General Manager's skillful work in securing favorable action on the part of the other roads forming the route of this train, which his General Passenger Agent had long sought to put into service.



BRAGG'S HEADQUARTERS
On Missionary Ridge.



LULA FALLS.
Lookout Mountain.

In April, 1901, Mr. Murphy was honored with election to the Vice-Presidency of the American Railway Association.

The year was marked, as indeed was also the year to follow, by heavy expenditures for improvements called for under the lease, by gradual betterment of rolling stock, by transforming Tunnel No. 6

into an open cut, the laying of new sidings and new steel on the main track, the extension of the system of interlocking devices and electrical block signals and by the building of new depots. These things became of comparatively little value, however, as compared with the task which now came to the General Manager's capable hands. The most important single event of Mr. Murphy's administration thus far has been the extension of the Cincinnati Southern Railroad lease. It has been narrated that, on October 12, 1881, the road was leased for a period of twenty-five years to the Cincinnati,

New Orleans & Texas Pacific Railway Company. It has also been told how "onerous and profitless" the lease turned out to be, a result partly due to the misconduct of the first secretary, but much more to the cost of improvements which were called for by the lease and which far exceeded all anticipations. The lease was to expire in 1906.



M. W. MAGUIRE.
Superintendent Chattanooga Division,
Somerset, Ky.

(2) For the issuance by the city of \$2,500,000 for terminal improvements in Cincinnati, at the rate of \$500,000 a year, and on these bonds the lessee company agrees to pay, "as and by way of additional rental," the interest and also \$25,000 a year for their final redemption.

It is also provided in the lease-extension that the rental up to July 12, 1902, shall be paid according to the terms of the original lease, which, as will be remembered, calls for an annual rent during the last five years of the term of \$1,250,000. After July 12, 1902, the rental is to be paid at the rate of \$1,050,000 a year, the remainder being \$200,000 or \$50,000 a quarter, to be paid at the rate of \$40,000 per annum, or \$10,000 a quarter,

Negotiations were begun for an extension of sixty years as far back as 1898, but it was not until 1901 that they took definite form. On June 29th of that year the Trustees of the Cincinnati Southern Railway adopted by a vote of three to two an agreement for an extension which was subsequently, on September 14th, ratified by the Sinking Fund Trustees. The agreement provided in brief—

(1) For an extension of the lease for a term of sixty years, with rental as follows: The first twenty years, \$1,050,000; the second twenty years, \$1,100,000; the third twenty years, \$1,200,000.



F SCHULTZE & CO.
Dealers in and Importers of Fine China and Glassware,
Cincinnati, Ohio.

The Cincinnati Southern Railway

with interest at the rate of three per cent. on the deferred payments. Neither lease-extension nor bond issue was to take effect unless both carried. "Vote Yes on both propositions" became the rallying cry of Mr. Murphy. The lease-extension was published in all the papers, occupying four columns of small type. Its very length



FRANK GOFTON.
606-608 Race Street, Cincinnati, O.
Dealer in Men's Wear and Maker of Fine Shirts.

and seemingly very lengthy. If it had been a matter between two railroad corporations, it would have been referred to an executive committee, and a favorable report from the committee would have been adopted by a concurrent board of directors, and the decision of the board would have been ratified by the stockholders, either by direct vote or by proxies. But here was a matter that came to the voters of a great city. Education was the only means. It was the educational influence of the stereopticon and of the monthly examinations which had given the Cincinnati Southern Railroad an unsurpassed service. It was education to which resort must now be had in the campaign now before the people. A gross sum of over \$75,000,000 was involved.

Months before, anticipating what was coming, Mr. Murphy had begun to make his preparations. While the negotiations between Mr. Spencer, President of the Lessee Company, and the city were in progress, the public was kept informed of the result to the city of the various proposi-

precluded the idea that voters would read it, still less give it careful attention. Still it was imperative that voters should understand. Once before, in 1896, a campaign of education had been conducted. The educational campaign of 1901 was broader, better planned, and more conclusive than that of 1896. To Mr. Murphy is due the credit. "The agreement is fair for both city and lessee company," he said one day. "Now I must convince the voters; that is all there is to it."

Municipal ownership has its own difficulties, its own limitations. Here was an agreement, apparently a little complicated



R. G. BOONE.
Superintendent Public Schools,
Cincinnati.

tions. There was a preparedness, therefore, on the part of the voters for the vast mass of statements, of literature, of reports which they were almost deluged with in the two weeks before the election of November 5th. Posters, cartoons, maps, tables, daily articles — they all played a part in the result. "Vote Yes on both propositions," "The terms are fair to both sides," these were the two sayings of the old Erie messenger boy. And these were the two decisive utterances of the campaign. They were hammered into the minds and consciousness of the people day after day. And daily the tide of approval grew stronger. The result was a foregone one. When the votes came to be counted it was found that they stood as follows: For Lease Extension: Yes, 47,486; No, 15,168. Terminal Bonds: Yes, 45,656; No, 14,603. Cincinnati has never given so large a majority on any question, political or business, that has come before it as it did on the 5th of November, 1901, when it ratified the decision of the Cincinnati Southern Railway Trustees and the Sinking Fund Trustees to extend the Cincinnati Southern Railway lease. The faith of the General Manager in the intelligence and fairness of the people had been vindicated.

Late in January, 1902, Mr. Murphy was appointed General Manager of the Alabama Great Southern, the appointment to take effect on February 1. The former relations of the Alabama Great Southern with the Cincinnati Southern have been set forth in a previous chapter. Hitherto and since 1895 the headquarters of the Alabama Great Southern Railway had been in Washington. They were hereafter to be in Cincinnati.



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Iron and Woodworking Machinery of every description. Railroad Supplies and Supplies for Contractors, Lumbermen, Miners, Engineers, Mills, Foundries and Factories.



THE LABOLD & NEWBURGH COMPANY (Incorporated),

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8-10 East Third Street, Center of Cincinnati's Banking and Commercial District.

The Cincinnati Southern Railway

Surely and in a very different way from that anticipated when the Cincinnati Southern Railway was projected and built, Cincinnati is becoming in fact the great Northern Gateway to the South. With the refunding of the high interest-bearing bonds which were issued for the construction of the road into bonds bearing three or three and a half per cent., the road will cease to be a burden on the taxpayers. It will, in fact, become a great income producer, and the prediction of Mr. Murphy will be verified: "Cincinnati will be one of the richest cities in the world."

The interests of both city and lessee, landlord and tenant, have never been better safeguarded; never been more wisely, fairly, faithfully, efficiently administered than by the present General Manager.



THE ISLAND QUEEN.

The famous Coney Island steamer. One of the finest vessels afloat in western waters.

CHAPTER IX.

THE FIELD AND STAFF.



A QUEEN & CRESCENT STATION.

This view, showing the Station at King's Mountain, is typical of the better class of buildings at small towns on the line.

THE successful operation of the Cincinnati Southern over a period of years extending from 1881 to 1901 has developed some of the best railroad men in the country, men who, by their fine qualities and skill, are responsible largely for the success of the road. To include all of them for personal mention would tax the historian beyond his powers. They have occupied all positions from section man to general manager. As faithful servants they have lived and served at every town along the line; content to do that duty

which each day brought forth. Some of them have fallen at the post of duty; others have been called to higher responsibilities by other roads; all of them have been distinguished for fidelity and capability. The hard terms of railroad service as it came to men in the yards, at the stations, on the road or in the office, are placed in a gentler light when we think of the hundreds of instances of unfaltering fidelity that these twenty years have brought forth from the servants of the line, whether they be of high or low degree.

RICHARD CARROLL.

It is probably a fact that no one will dispute that, of all men whose names are closely linked with the Cincinnati Southern Railway and its management, there stands apart from the rest one man, who, by reason of his natural strength of character, stands first in the close relations borne by him to his fellow officers, and at the same time the object of veneration by every train man, section hand or shop laborer on the road.

His own entrance into railroad life was humble enough (beginning as brakeman on a construction train in 1865). His personal magnetism was great and his executive ability could not be excelled. He could handle men in the most masterly way, and apparently with an entire absence of effort on his part. Mr. Carroll was born in 1847, in Ireland. His railroad experience began with the old Atlantic & Great

The Cincinnati Southern Railway

Western, and continued as brakeman and conductor on the Union Pacific, Missouri Pacific, St. Louis, Iron Mountain & Southern, Louisville & Cincinnati Short Line (now Louisville & Nashville Railroad), and finally in December, 1881, he came to the Cincinnati Southern as train master, three months after the lease to the present operating

company. He remained in this capacity only two months, and was then made Assistant Superintendent. The line was a new one, efficiency was at a premium; Mr. Carroll remained Assistant Superintendent for the greater part of a year, was then made Acting Superintendent, and three months later was, by Mr. Scott, tendered the position of General Superintendent of the associated roads. This position he continued to hold until 1890, when he became General Manager of the Queen & Crescent Route, and remained in this position until the road separated in 1895, and the receivership under which the Cincinnati, New Orleans & Texas Pacific was conducted forbade the continuance of the title.



RICHARD CARROLL.

It will thus be seen that the operations of the line from its beginning up to a comparatively recent date, with all the improvements of that period of rapid advance in train tonnage, equipment, and improvement in track, roadbed, block signals, etc., came under his direct supervision.

Mr. Carroll, after the severance of his duties with the Queen & Crescent Route, undertook the responsibilities of Vice-President and General Manager of the Mobile & Ohio R. R., but soon resigned on account of ill health, which finally resulted in his sudden death at Cincinnati, in 1898, mourned sincerely for his many good qualities by hundreds of friends.

CAPT. H. H. TATEM.

Known no less widely than Mr. Carroll was Capt. H. H. Tatem, whose term of service began like Mr. Carroll's, with the inception of the company. Capt. Tatem's integrity was of that positive mold which is best attested to by the fact that until his death, he acted in the dual capacity of Secretary to the City's Board of Trustees; and Secretary and Treasurer to the leading company; the efficient and tactful servant of both landlord and tenant. He was made Treasurer of the Company in 1881, and Secretary on the resignation of Mr. Doughty.



CAPT. H. H. TATEM.

He was a remarkably pleasant man, quiet and possessed of the old-school courtesy. His literary pursuits, his home, his city and his Masonic connections made up his life. As a Cincinnati he is remembered as being a man marked for his sterling integrity, his quiet bearing of dignity and circle of steadfast friends.

His entire life was closely identified with the interests of the road.

HENRY COLLBRAN.

When the English contingent came to America with Mr. John Scott, there was included in their number Mr. Henry Collbran, whose career with the Queen & Crescent Route covers service from 1883 to 1888. In the latter year, he took service with the Colorado Midland R. R. as Traffic Manager, and the following year was appointed General Manager of the same road. He is now in the far East supervising large railway interests in Seoul, Corea. Mr. Collbran's history, like that of most railroad men, began along modest lines as telegraph messenger on one of the English railways. At thirty years of age, he came to America, and was appointed General Freight and Passenger Agent of the Alabama Great Southern Railroad and the New Orleans & Northeastern Railroad, thus becoming, like Mr. Tatem, what might be termed one of the "charter members" of the official family. In 1884 his jurisdiction was extended to the entire mileage of the Associated Roads in the capacity of General Freight Agent, and later as General Freight and Passenger Agent, resigning in 1888. D. G. Edwards, now Passenger Traffic Manager of the Cincinnati, Hamilton & Dayton Railway, was Mr. Collbran's Assistant in passenger matters, and later on became his successor. In the freight department R. X. Ryan had the title of Assistant General Freight Agent, and on Mr. Collbran's retirement became his successor. T. C. Powell and G. P. Biles also eventually carried the title of Assistant General Freight Agent. Mr. Biles is now at the head of the freight department and Mr. Powell is Assistant Freight Traffic Manager of the Southern Railway System.

E. P. WILSON.

The first time table of the road is shown in another part of this book as a souvenir of the early methods of transportation, and Mr. E. P. Wilson's name at the foot thereof will bring to many minds the recollection of those days when that gentleman made his personality felt strongly in connection with the operation of the road.

Mr. Wilson entered the railway service at Washington, Pa., in 1863, and after occupying positions of



PHOTO
YOUNG &
CARL.

E. P. WILSON.
The first General Passenger and Freight Agent of
the Cincinnati Southern.

The Cincinnati Southern Railway

trust with the Louisville & Nashville Railroad, the Louisville, Cincinnati & Lexington Railroad, and the Louisville, Paducah & Southwestern Railway, he became Superintendent and General Passenger Agent for the Common Carriers' Company in August, 1877.

When the Cincinnati, New Orleans & Texas Pacific Company assumed control of the line in 1881, Mr. Wilson continued in charge of the Traffic Department as General Freight and Passenger Agent, and in 1883, the growth of traffic made it necessary to bring Mr. Collbran from the South to relieve Mr. Wilson of part of his heavy work. Mr. Wilson from January, 1884, retained charge of the passenger traffic. Mr. Collbran assumed charge of the freight department.

Mr. Wilson, as General Passenger and Ticket Agent, remained in charge of the department until, in 1885, he resigned to assume the duties of Arbitrator, Chicago, St. Louis & Missouri River Passenger Association. For this work he was well fitted by experi-

ence and temperament, and with the exception of four years spent at the head of the passenger affairs of the Chicago & Northwestern system, he has continued to hold positions of a semi-public character as Commissioner of the Western, Southwestern and Northwestern Passenger Associations, and the Cincinnati Freight Bureau, and Secretary of the Merchants' and Manufacturers' Association of Cincinnati.

In recent years he has been a prime mover in the formation of a National Manufacturers' Association, of which he has been the secretary from its inception to the present. The improvement of the Ohio River traffic has of late years received much attention, too, at his hands, as Secretary of the Ohio Valley Improvement Association, while as a Cincinnati he has studied closely and with keen insight all the manifold questions that from time to time have come before the citizens in connection with the Cincinnati Southern Railway.



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Cincinnati, O.

Main Office, Clay and Canal Streets; Down Town Office, 39 Fountain Square. Phones Main 3625 and 2014. J. H. Slack, President; W. W. Riley, Secretary and Treasurer.

D. G. EDWARDS.

Mr. Collbran's Assistant General Passenger Agent was Chas. S. Gray, and it was his long illness and final demise which opened the way to Mr. Edwards' accession to the staff, he being appointed Mr. Gray's successor with the title of Assistant General Passenger Agent, in 1888, upon Mr. Gray's death. Mr. Edwards was, at the time of

The Field and Staff

his appointment, General Western Agent of the Chesapeake & Ohio Railway at Cincinnati. His immediate application to the details of the office and his comprehensive grasp of traffic affairs began to have a strong effect. Mr. Colbran was at the head of both the freight and passenger departments and necessarily left almost the entire control of the passenger department in the hands of his assistant during the few weeks before he resigned his position, and January 1st, 1899, Mr. Edwards' title was changed to General Passenger and Ticket Agent. At the head of the department, it fell to Mr. Edwards' lot to execute the policy of publicity, which in 1891 and 1892 followed the inauguration of through vestibuled train service under the Felton regime. A year later he began the working up and handling the World's Fair traffic to Chicago from the Southern territory with great success. These two successful efforts brought his abilities before the railroad world in such a way that in the autumn of 1893, near the close of the World's Fair, he was in receipt of a handsome offer from the Cincinnati, Hamilton & Dayton Railway, which he promptly accepted; terminating in September, 1893, his service with the line of which this history treats. In the four years of his service he had done much toward the revision and formulation of ticket forms, ticket accounts, and readjustment of rates and divisions. The greatest work accomplished, however, was the wide-spread campaign of advertising he carried out, by which the road became known everywhere as the direct line South, and later on as the only Southern line that then operated high-class modern passenger service.



D. G. EDWARDS.

Passenger Traffic Manager C. H. & D. Ry., formerly General Passenger and Ticket Agent Queen & Crescent Route.



CHAS. H. DAVIS.

Formerly Comptroller Queen & Crescent Route,
now Auditor Chicago & Alton Ry.

CHARLES H. DAVIS.

The auditing department of the Cincinnati, New Orleans & Texas Pacific has called for an unusually high order of ability on account of the intricacies of the lease under which the road is operated. Mr. C. C. Harvey, now President and General Manager of the Flower roads, was Comptroller of the lines from 1885 to 1887, and as Vice President from 1887 to 1883, he still took much interest in the comptroller's work, then in the hands of his friend and co-worker, Mr. Davis. Mr.

The Cincinnati Southern Railway

Davis was a member of the group of railway men who came to Cincinnati in the early eighties, and who have left a strong impress upon the policy of the road, marked by their remarkably accurate and businesslike method of handling the road's affairs.



G. P. BILES.

He began his connection with the Cincinnati, New Orleans & Texas Pacific as bookkeeper in 1883. He was soon thereafter made general bookkeeper of the Queen & Crescent System, and in 1888 became Assistant Comptroller, followed in 1889 by his appointment as Comptroller. Thenceforward he had control of the accounting department continu-



JOHN MEEHAN.

ously until 1889, as Auditor for the Receiver and as Comptroller for the company until in the latter year Mr. Felton, aware of his high worth, persuaded him to accompany him to Chicago as Auditor of the Chicago & Alton Railway. Mr. Davis has proven himself one of the finest railway accountants in America, and his record for keen insight and caretaking work will doubtless bring him still greater responsibilities in future.

As Superintendent of Motive Power and Machinery, Col. James Meehan made one of the finest records ever known. During those hard years when the new company had all it could do to struggle along under the unexpected outlay for improvements to the city's property, he got crippled engines on their feet, made inadequate shops and insufficient machinery do work at which mechanics marveled, kept things moving, got even with the situation, forged steadily ahead of it, and got his crippled department into excellent shape. Mr. Meehan is a man of wide experience in a variety of fields. He has built railroads

in Mexico and the Southern States, he has traveled and fought, prospected and made money and to-day lives in retirement, keenly interested in all that pertains to the road, the sought companion of men in all walks of life, artists of note, capitalists, railroad



W. A. SHOEMAKER.



A. TELFORD.

men, and, to his credit be it said, the poor fellow who finds in him a friend in need who has not forgotten the days that were.

The present staff is one of the strongest in charge of a railway property in the United States. Mr. Murphy has at his command a closely-knitted official family, who work together with unswerving fidelity. Many of them have grown up with the road from its beginning, as in the case of Mr. Patton, the present Treasurer, whose work began as messenger for the Trustees during the road's construction. Mr. Molloy, the Auditor, was also one of the charter members of the road's working force who have been in its employ from the beginning, honored from time to time with new responsibilities.

Mr. G. P. Biles, the present head of the freight department, came here from the London,



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Established 1862. Members New York Stock Exchange.
Geo. D. Eustis. R. D. Bartlett.

Brighton & South Coast Railway, the scene of the labors of Mr. Harvey and Mr. John Scott, entering the service at Chattanooga, in 1883, as rate clerk for the Alabama Southern. After a few months he came to Cincinnati, where he has risen steadily in the general freight department. He was the Assistant General Freight Agent for many years, and in October, 1895, on the resignation of Mr. H. F. Smith, he was appointed General Freight Agent.

Col. Nicholson, the Chief Engineer, has had a wide experience

as a traveler, army engineer and as the man in whose charge the engineering department of the Queen & Crescent Route has rested for many years. At the close

of the civil war he was placed in charge of light house construction on the entire gulf coast, rebuilt several noted lights during his term of service as an army engineer in connection with the Light House Boards.

From its earliest inception, he has watched with interest the growth of the Cin-

cinnati Southern and its final development through all kinds of opposition into an accomplished fact. Its history, from an engineering point of view, is one of his special hobbies, and the pages of this volume devoted to that subject are from his hand. Colonel Nicholson, during his service in the United States army, was in the light house service under General Simpson who had been General Burnside's Chief of Engineers when Mr. Gunn made the military surveys for the road. Leaving the army, Colonel Nicholson, in 1874, took service under Mr. Lovett, then in charge of construction of the Cincinnati Southern Railway. He succeeded Mr. Bouscaren, in 1885, as Chief Engineer, and has held the position continuously from that date, his term of service since 1874 having been broken only by an absence of two years, during which he had charge of the con-



LOOKOUT MOUNTAIN INCLINE.

Reached by Rapid Transit cars from Chattanooga, Tennessee. The longest Incline in the world. The view from Lookout Mountain is one of unsurpassing grandeur.

struction of the New Orleans & Northeastern Railroad from New Orleans north.

Upon his accession to the head of affairs, Mr. Felton called to his aid several men of unusual capacity who had seen service with him on the Erie and elsewhere. This group of gentlemen includes W. C. Rinearson, General Passenger Agent; A. Telford, Purchasing Agent, and Mr. Murphy, General Manager.

Mr. Rinearson, at the head of the passenger department, served with the Pennsylvania Lines for many years while Mr. Felton was General Superintendent of the Pan Handle System. Mr. Felton went to the Erie in 1884, and in 1885, Mr. Rinearson taking service with that road, and a little later becoming its General Passenger Agent. In 1893, he came to Cincinnati as General Passenger Agent of the Queen & Crescent Route. After closing up the later days of the Chicago World's Fair with a tremendous traffic, he made a new record for winter travel to Florida, which he was able to develop in a handsome manner during the trying days of the financial stress of 1893, 1894 and 1895. He again added to his laurels as a traffic manager by his

masterly handling of the troop movement during the Spanish war, and his inauguration, during the winter of 1900-01, of through train service to Florida from Chicago, Detroit, Cleveland and Pittsburg. It is probable that in his widespread acquaintance with railroad men and with the traveling public, Mr. Rinearson stands without a peer.

Mr. A. Telford, the Purchasing Agent, came to Cincinnati with Mr. Felton as his Secretary, in which capacity he had served when Mr. Felton was First Vice-President of the Erie Lines. The faithful performance of a thousand delicate duties has marked his administration in a similar capacity with the Cincinnati, New Orleans & Texas Pacific Railway, while in addition thereto, he has served five years as Secretary of the Cincinnati, New Orleans & Texas Pacific Railway, and since January, 1900, has had charge of the affairs of the purchasing department.

CHARLES PATTON.

Mr. Patton, the Treasurer of the road, began his career with the line on October 14th, 1873, as messenger boy in the office of the Trustees, between their Cincinnati office and the office in Covington. After railying was begun at Ludlow, he was retained as messenger for the Secretary and Auditor in Cincinnati. The position of Paymaster's Clerk becoming vacant, he applied for and obtained it, which position, in conjunction with that of Chief Clerk to the Secretary-Treasurer he



CHARLES PATTON.
Treasurer Cincinnati, New Orleans & Texas Pacific
Railway, and Alabama Great Southern Railroad.

filled until he was appointed Paymaster by President John Scott, on November 1st, 1881. He continued as Paymaster of all lines until the dismemberment of the system,

in 1895, when he was appointed by Receiver S. M. Felton, of the Cincinnati, New Orleans & Texas Pacific Railway Company, as his Cashier and Paymaster, and later as Treasurer of that company, which office he still holds. On February 1st, he was appointed by President Spencer, of the Alabama Great Southern Railroad, as Assistant Treasurer of that company. Rigid honesty, fidelity and trustworthiness are the qualities which have commended Mr. Patton to his superior officers.

The present Secretary of the company, Mr. W. A. Shoemaker, is



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The Cincinnati Southern Railway



W. W. DUNNAVANT
Traveling Passenger Agent, Queen & Crescent
Route, Cleveland, O.



H. J. VAN DERMARK
Northeastern Passenger Agent,
67 Woodward Avenue, Detroit, Mich.



J. P. McCUEN,
Superintendent of Motive Power.

the junior member of the staff in point of service, having been appointed, January 1st, 1900, to his present position. He was, prior to that time, Secretary and Treasurer of the Cleveland, Lorain & Wheeling Railroad, at Cleveland, O.

Mr. Lang, Superintendent of Telegraph; Mr. Hall, Superintendent of Car Service; Mr. M. M. Waite, Superintendent of the Cincinnati division, and Mr. M. W. Maguire, of the Chattanooga division, belong to the class of young men who have come up under Mr. Murphy's administration, while Mr. McCuen, Superintendent of Motive Power, is a veteran whose years of wide research and thorough experience make him an authority in his line of work, and place him at the head of a department which, considering the results accomplished, and the material with which it is done, is probably not excelled anywhere.

To the subordinates of the company, also, much credit belongs for the faithful and steadfast service which has made the Queen & Crescent a name that stands alone and unique among American railways for the completeness of its service to the traveling public. They cannot all be named in a volume of ordinary scope. Such men as Colonel James Arnold, Commercial Agent, at Cincinnati; E. Schryver, Assistant General Freight Agent, at Chattanooga; Mr. Beckler, Mr. Dunnavant and Mr. Lytle, of the passenger department; or Captain Hartwell Osborn, of the freight staff, have years of honorable and rarely efficient service to their credit, and can well consider that they have helped to write the history to which the pages of this volume are devoted.

It is quite customary to give the traffic department of a railway line the publicity which they, as being the channel of communication with the public, usually secure, and which they should liberally share with their brethren in the shops, on the road, or in the dispatcher's chair. It is the purpose of this paragraph to once more emphasize the especial importance as to its relative bearing upon any history that ever may be devoted to the Queen & Crescent Route, of the great work of rebuilding, completion and rehabilitation which has fallen upon the

operating officials of the line. Not only the officials, either, but with them, full praise to the many workmen who, often with insufficient means at hand have made the best of what material they could get, and have built up one of the finest railway properties in the United States.



M. F. MOLLOY.
Auditor Cincinnati, New Orleans & Texas Pacific Railway Company and Alabama Great Southern Railroad Company.

Mr. Molloy, whose picture appears here, the present Auditor of the Cincinnati, New Orleans & Texas Pacific and Alabama Great Southern roads, entered the railroad service in the accounting department of the Cincinnati, New Orleans & Texas Pacific Railway Company, under Captain R. S. Pomeroy, on April 20, 1880, sorting tickets. He advanced rapidly in the office, and in January, 1884, was appointed Traveling Auditor by R. F. Munro,



W. A. BECKLER.
Northern Passenger Agent Queen & Crescent Route.
113 Adams Street, Chicago, Ills.

who was then Auditor of the Cincinnati, New Orleans & Texas Pacific Railway Company. He remained on the road in the capacity of Traveling Auditor until November, 1889, when he returned to the accounting office as General Bookkeeper of the Alabama Great Southern Railroad, under C. C. Harvey. July, 1892, he was appointed Chief Clerk and General Bookkeeper for the Cincinnati, New Orleans & Texas Pacific Railway, under Charles H. Davis, then Auditor. On May 21, 1899, he was appointed Acting Auditor by Samuel M. Felton, Receiver, succeeding Charles H. Davis. On May 1, 1900, he was appointed Auditor by Samuel Spencer, and on February 1, 1902, when the



CAPTAIN HARTWELL OSBORN.
Commercial Agent Queen & Crescent Route.
113 Adams Street, Chicago.



C. L. LANG.
Superintendent of Telegraph.
Chattanooga, Tenn.



THOMAS H. MITCHELL.
City Ticket Agent.
Chattanooga, Tenn.

The Cincinnati Southern Railway



CHAS. W. ZELL.
Division Passenger Agent,
Cincinnati.

headquarters of the Alabama Great Southern were transferred to Cincinnati, Mr. Molloy was appointed Auditor of that company, in addition to his duties as Auditor of the Cincinnati, New Orleans & Texas Pacific.

The Cincinnati, New Orleans & Texas Pacific Railway Company was placed in the hands of a Receiver on March 18, 1893, and was taken out of the hands of the Re-

ceiver on September 30, 1899, while Mr. Molloy was Acting Auditor. The closing of the receivership required most minute and close accounting, and it was handled in such a masterly manner by Mr. Molloy that the final report to the courts as to the close of said receivership was made within thirty days after the Receiver was discharged.

Edgar M. Johnson, one of the most prominent lawyers ever practicing in Cincinnati and at the head and front of its bar, was the first general counsel of the Cincinnati, New Orleans & Texas Pacific Railway Company; and continued so to serve until his resignation in 1867, when he removed to New York City, to there repeat his successes theretofore had in Cin-



EDGAR M. JOHNSON.

cincinnati. Mr. Johnson prepared the articles of incorporation of the new company and attended to all matters relating to its organization and putting it into successful operation. That this was accomplished so successfully was due to his great knowledge of corporation matters, Mr. Johnson at that time being the general counsel and representing most all the important railroad interests centered in or running through Cincinnati.



S. T. SWIFT.
Passenger and Ticket Agent Queen & Crescent
Route, Lexington, Ky. Took service with the
company December 1, 1885.



G. C. BLACKBURN,
City Ticket Agent,
Fourth and Race Sts., Cincinnati.

P A R T I I .

CHAPTER X.

CINCINNATI, THE QUEEN CITY, BUILDER OF THE CINCINNATI SOUTHERN RAILWAY.

BEARING the imprint of 1805, a "Geographical Dictionary of the United States," published by Joseph Scott, says of the town destined to become the Queen City of the West: "Cincinnati: a post and flourishing town of the State of Ohio, and the present seat of government. It is built on the north side of the Ohio, between the Great and Little Miami Rivers, opposite the mouth of the Licking River. It is the most considerable town in the territory. The first buildings were erected in 1788. It now contains about 300 houses and carries on a brisk trade. It is defended by Fort Washington; is ninety miles north of Lexington, thirty-two north by east of Frankfort, 800 west by south of Philadelphia and 515 from Washington City, latitude 39.4 north, longitude 9.44 west." Surely there is not much in this to indicate the future greatness of the city, and after all, it is only fair to suppose that there was little about the appearance of the small town of 300 houses to suggest future growth or greatness. The houses clustered around Fort Washington, near the



CINCINNATI IN 1810.

Jervis Cutler, sixteen years old when he formed one of the Rufus Putnam party that settled Ohio at Marietta. April 7, 1788, became a captain in the United States service, and in 1809, with his military company, started for New Orleans. He left Fort Eustis as Newport Barracks, Kentucky, was once called in February, 1809. On his return the next year, he made a pen sketch of the village of Cincinnati. It is represented above as engraved for "Howe's Ohio."

The court house then stood on the southwest corner of Fifth and Main, about where Allen's drug store now is. Yeatman's tavern, sign of "Square and Compass," was at Sycamore and Front Streets, trees before it on sidewalk, "Cove" before it. The street next east was then "Northern Row," now Broadway. The site of the "Vitear" house at that corner is now occupied by the Spencer House. The print shows Front Street, west to east side of Main Street.

present corner of Third and Broadway. The river banks were enlivened by no traffic beyond the arrival of an occasional flatboat from Pittsburg. Steamboats were unknown and roads were very poor or altogether lacking. The settlers ventured outside of their

The Cincinnati Southern Railway



E. O. ESHELBY.
President of The Commercial Tribune,
Cincinnati, O.

was the first American city that grew up on the continent. Founded five years after the close of the Revolution, only twelve years after the Declaration of Independence, she inherits all the glorious memories of the past, and none of its cramping institutions. In 1788, while John Filson and his hardy companions were building the first log cabins of Losantiville, or Cincinnati, at what is now the foot of Sycamore Street, George Washington said of the



J. L. STEELE.
Business Manager of The Cincinnati
Commercial Tribune.

cabins with careful tread, and took care not to leave the shadow of the fort very far behind.

The commerce of the town was confined to the receipt of supplies and ammunition from up the river. The social life of the community consisted of an occasional dance, or, on the visit of a circuit rider, the collection of the citizens for a sermon or two. Mr. Bryant Venable, in "Kraemer's Picturesque Cincinnati," says:

"Some one has said of Cincinnati:

'She

brave Ohio settlers: 'No colony in

America was ever settled under such favorable auspices. Information, property and strength will be its characteristics. I know many of the settlers personally, and there were never men better calculated to promote the welfare of such a community.' Of these same pioneers General Lafayette exclaimed: 'I know them all; I saw them at Brandywine, Yorktown and Rhode Island. They were the bravest of the brave.' Such was the original Cincinnati, and such were the sturdy pioneers who, in 1788, led



CINCINNATI COMMERCIAL TRIBUNE
Present Building, Corner Fourth and Race Streets.

the westward march of Anglo-Saxon civilization into the trackless wilds of Ohio, and laid the foundation of a great and beautiful city on the graves of the red-skinned warriors”

The city lies along the north shore of the Ohio between the two Miamis and reaches back into the beautiful hills with a chain of suburbs of which Edward VII, then the Prince of Wales, remarked, “I have seen none finer in all the world.” The descendants of the early settlers have lived to see a modern city

built upon the site of the original “300 houses” of 1805. Universities for the youth, public schools for the children, libraries for the people, banks, stores and manufactories have taken the place of the little fort and its cluster of outlying cabins.

Known as the Queen City of the West in the days gone by, Cincinnati has preserved the spirit of what might be called Bohemianism, that has characterized her from the first—a patron of art, a lover of music, she might well be named the Vienna of American cities. The people are cosmopolitan in spirit. Much time is spent and interest shown in concerts, parks and outdoor pleasures. The foreign-born element occupies an influential



THE COMMERCIAL TRIBUNE BUILDING.

New Home of the Cincinnati Commercial Tribune. Occupied July 1, 1902.



Men's Department.

INTERIOR OF THE SMITH-KASSON & CO. RETAIL SHOE STORE,
Fifth Street, Cincinnati, O.

Women and Children's Department.

The Cincinnati Southern Railway

place in affairs. The city is pre-eminently the art center of the West. It was here that Theodore Thomas for many years conducted the famous Symphony Orchestra which is at present under the leadership of Mr. Van Der Stucken. The orchestra, like the May Festivals which have made the city famous throughout the United States, is the outgrowth of the musical atmosphere that surrounds the College of Music. This great institution was founded by the bequest of Reuben R. Springer. The May Festivals are in charge of the May Festival Association, a body of public-spirited citizens who have done much for the musical education of the Middle West and South. Every second year this great musical event brings together the finest artists of the world,



RESIDENCE OF T. H. NOONAN,
Avondale, Cincinnati.



W. T. PERKINS.

President Southern Ohio Loan and Trust Co.,
American District Telegraph Co. and director
in various financial concerns of Cincinnati.
A staunch friend of the Cincinnati Southern
Railway.

with Mr. Thomas and his orchestra, and a chorus of some 800 voices, while the great Springer Hall is crowded with audiences eager to hear the rendition of the world's most notable musical compositions.

The Conservatory of Music and the Auditorium School of Music are strong institutions, with students from all parts of the country in attendance.

Another center of activity in art is the Rookwood Pottery. Here are produced some of the finest creations known to ceramic art. The pottery is situated on one of the hills overlooking the city, and not far from the Art School and the Art Museum Buildings.

The Art Museum stands in a beautiful location in Eden Park. Eden Park is a vast plot of wooded hill and sloping greensward, skirting and overlooking the Ohio River and is one of the finest examples of landscape gardening in America.

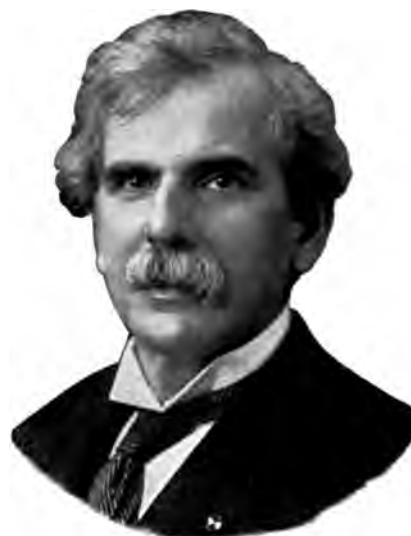
The educational advantages of the city are very complete. The University of Cincinnati is an institution whose attainments in the field of science have been of the

highest character, but which have not been much heralded abroad to the general public. Under its control, the late Prof. Mitchell, at the Observatory on Mt. Lookout, gave forth many astronomical discoveries of great value to the world. The school of law has produced some



THOMAS MORRISON.
Trustee Cincinnati Southern and prominent
Cincinnatian.

of the greatest lawyers of the country, men who have occupied places of honor on the bench and in the nation's councils. Salmon P. Chase, Jacob D. Cox, Alphonso Taft, and in the later days the Hon. Judson Harmon, were Cincinnati attorneys, all of whom have occupied cabinet positions. Rutherford B. Hays, afterward



COL. LEOPOLD MARKBREIT.
Publisher the Cincinnati Volksblatt and member the
Cincinnati Water Works Commission.

President of the United States, Stanley Matthews and Salmon P. Chase on the Supreme Bench, Joseph B. Foraker in the United States Senate, William H. Taft in the Philippines and Lawrence Maxwell, Ex-Solicitor General, all practiced law in the Queen City.

Nor are other professions behind that of the law. The community of physicians has for years made Cincinnati a name of honor with medical men, and it is seldom



PROVIDENT SAVINGS AND TRUST CO.
Chamber of Commerce Building, Cincinnati, O. B. H. Kroger, President; Leo J. Van Lahr, Cashier.



THE STANDARD ELECTRIC CO.
West Third Street, Cincinnati.
Telephone, Telegraph and Electrical Supplies.

at Woodward, Hughes or Walnut Hills School. The Alumni of Woodward include Cincinnati's best men and women. The school is an old one, and has been a part of the best life of the city for many generations.

The public buildings of the city are perhaps of as high a standard as can be found in any city in America. The Government building on Government Square, the University building in Burnet Woods, the Art Museum and Art School in Eden Park, the City Hall and Springer Music Hall are magnificent structures, examples of the highest character of municipal architecture. The well-kept streets of the city are bordered with churches, clubs and occasional statuary. The suburban streets are lined with some

that a meeting, national or international, of the various medical societies of the country is not marked by notable papers from Cincinnati representatives, and by the presence of Cincinnati men on its board of officers.

The civil war produced such heroes as General Wm. H. Lytle and the "fighting McCooks," while in the more quiet walks of art and literature the city points with pride to Hiram and Preston Powers, the Beards, father and son, Farny, Kenyon Cox, Duveneck and Ezekiel, painters and sculptors of note; and to the Cary sisters, Madame Trollope, Howells and Thomas Buchanan Read, all of note in the literary world; to Whitelaw Reid and Murat Halstead among the journalists and Murdoch, the actor.

The public schools of the city are run on modern lines and their efficient work includes a High School course



THE STANDARD ELECTRIC CO.
President's Office.

of the finest residences and private grounds to be found in any city. Perhaps the chief interest in the city of the present day, however, lies in her commercial and manufacturing growth. Cincinnati, with her suburbs and dependent towns across the Ohio, contained in 1900, 499,000 population and stands serene in the possession of a commerce which covers the whole South from its eastern to its western border. Cotton fields, fruit orchards, iron mines, furnaces, all lay their products at her feet. The river trade of old has changed, the passenger traffic of the river steamers having greatly diminished, but never were greater shipments of freight carried by water than now. At the same time the Cincinnati Southern binds the city commercially, as well as by ties of social and political friendship, to the southern territory.

The result has been, so far as Cincinnati is affected, that with her chances for west-

ern trade curtailed, she still retains her legal rights as the Queen City through her healthy commercial relations with the South. In 1868 her industries were not diversified. She was known as the "Porkopolis" and her chief source of wealth lay in the items of cured meats and whisky. In 1902 she probably packs as much pork as in the old days. New processes are in use and the great packing houses do a heavy business, but other industries have grown up which makes it impossible for any one or two lines of trade longer to hold public attention to the exclusive of others.

Today Cincinnati stands among the cities of the nation first in the production of some sixteen different lines of manufactures. With free access to southern iron, she makes more wood-working machinery than all the rest of the United States put together, while her iron-working machinery is in use in every civilized country in the world. The largest tannery in the West is located here and the city produces more oak and harness leather than any other city in the world. The carriage industry, too, is important, and more carriages and wagons are produced here than in any other American city. There are manufactured in Cincinnati more women's shoes than in any other city in the world. The city is the largest pig iron market, the largest



THE STUDENTS' CHORUS AND ORCHESTRA OF THE COLLEGE OF MUSIC OF CINCINNATI.



The Daily News is the paper read by men of affairs throughout the rich Miami Valley. The financial columns are reliable and quotations are given fresh from the wires at the closing of the market each day. The news columns give complete Associated Press reports. The Daily News is one of the recognized papers of authority in Ohio. Home Office, 27 E. Second Street, Dayton, O. New York Office, 140 Nassau Street. LaCoste & Maxwell.

tobacco market and sells more office and bank fixtures, leather and whisky than any other American city. She contains within her domain the largest soap factory in the world and the largest cooperage works, iron pipe works, veneer works, school book publishing house, lithograph establishment and playing card factory in America. Cincinnati has 95 periodicals and newspapers, 16 daily newspapers and a public library of 200,000 volumes. The city ranks sixth in the United States in the extent of postal business transacted, and fourth in revenue collections. The trains of fifteen different railway lines enter the city. The bank clearings for 1900 were over \$750,000,000, the value of the principal commodities of trade, \$375,000,000. The receipts of the Internal Revenue Office were \$12,000,000. The annual output of hardwoods is \$5,000,000. The city supplies

more carriages, buggies and harness than any five cities in the United States. Some of the figures of the values produced per annum in the more important of the city's industries are given below:

Carriages and Wagons,	\$11,250,000
Office and Bank Fixtures,	4,000,000
Clothing and Hosiery,	26,000,000
Boots and Shoes,	12,000,000
Cigars and Tobacco,	9,000,000
Whisky,	12,000,000
Leather,	6,000,000
Wood-Working Machinery,	5,000,000
Iron-Working Machinery,	5,000,000
Soap and By-Products,	10,000,000

These figures are an approximation of the production for the year of 1899, as estimated by Charles B. Murray,



HON. CARL L. NIPPERT,
Lieutenant-Governor of Ohio.

superintendent of the Cincinnati Chamber of Commerce and editor of the *Price Current*. The Industrial Bureau is bringing new industries to the city. The tax rate this year is lower than it has been for many years. Transportation facilities are the best

enjoyed by any city. The city stands at the threshold of the great new South, able by her geographical advantage to reap the benefits of a rapidly increasing trade with a rapidly developing territory. The city's traveling men are found everywhere from Texas to Florida, from Lexington to New Orleans, seeking in their continuous rounds of visits the increase of the city's trade. This has gone far toward a



THE JEWEL CARRIAGE COMPANY.
Carthage, Ohio.

Builders of medium-priced vehicles. This concern has been established six years and has built up a splendid reputation for the quality, style and finish of their product. Annual capacity is 20,000 finished vehicles. Total interior floor space is 90,000 square feet.

political cementing of the North and the South as well as toward commercial unity.

The Queen & Crescent Route reaches the whole of this tributary region, penetrating the central districts of Kentucky and Tennessee and its connections reaching Atlanta, Birmingham and New Orleans. On the South Atlantic coast direct outlet is maintained to Wilmington, Port Royal, Charleston, Savannah and Jacksonville. Over these lines flow continuously a goodly traffic, and in return for clothing, shoes, flour, meats and machinery, the southern ginseng digger and modern equipped fruit grower send side by side the products of their toil through



THE JEWEL CARRIAGE CO.'S WAREROOM.

The above picture shows the interior of The Jewel Carriage Co.'s wareroom. This is 80 feet wide by 150 feet long and will hold 90 finished vehicles on wheels.

The Cincinnati Southern Railway

the Cincinnati gateway. The city's progressive spirit and material prosperity are protected by the conservatism and stability of her financial institutions. The credit of her banks remains sound when other cities suffer from panics. The municipal credit is as strong as the credit of her merchants.

In politics, too, Cincinnati is far in advance of many of her sister towns. The city's administration is free from scandal. The police and fire departments are among the most highly organized and efficient in America, and the tax rate is quite low when the character of the public service is considered.



ST. PETER'S CATHEDRAL.
East and Plum Streets, Cincinnati

CHAPTER XI.

CHATTANOOGA, THE KEY TO THE SOUTH.



E. SCHRYVER.
Assistant General Freight Agent, Queen &
Crescent Route, Chattanooga, Tenn.

CHATTANOOGA is built where a city *had* to be. In the old times, here was Ross's Landing, and here came the trappers with their pelts, the Indians for their tobacco and firewater, and the adventurous first settlers for their scanty supplies of coffee, sugar, tea and white flour. Here, too, before the English had gained much of a foothold, came the French Jesuits, who mingled with the natives, and had schools with the Cherokee children as pupils. Quite a couple of centuries ago that was, and there is no trace left of the missions.

In 1832, this city at the foot of the great cliffs was laid out and a postoffice was established, and in 1836, it was incorporated. Now it is "*The Gateway to the South*"—a swinging door that opens inward to receive agricultural and mineral products of more than five thousand square miles of rich territory, opening outward to send forth provisions, groceries, and a thousand manufactured articles.

The city lies in what one might call an upland valley, the Tennessee River running around the north and west sides. Lookout Mountain is on the southwest, Walden's Ridge on the northwest, and Missionary Ridge on the east—these guardian slopes giving an equable climate. Note that the average temperature for winter is 44°, for summer 76°.

Chattanooga has furnaces and factories and mills and coke ovens. They turn out pig iron, railroad supplies, pottery, wood-working machinery, baskets, all sorts of iron work from sadirons and toy shovels to locomotives; clothing, leather goods—in short, everything that can be made from the material at hand. These materials embrace iron ore, all sorts of timber, coal, lead, copper, marble, fire-clay, cotton, grain—*everything!* Look at the map. Observe the navigable rivers, the radiating lines of railway, and you will see that the boast of cheap transportation for the raw material, cheap transportation for the finished product, is no vain boast. And there is an excellent agricultural region all about, to back up any claims that may be made—a region that grows fruit and grain, cotton and corn and early vegetables for the northern market.

The Cincinnati Southern Railway

Overlooking the city is the old mountain; not a peak, but an elevation, a plateau, eighty miles long. It is seventeen hundred and fifty feet above the city, and from its southern point one can see, with a good glass, Tennessee, the two Carolinas, Virginia, Kentucky, Alabama and Georgia — seven fair states!



W. B. HUGHES.

Secretary and Treasurer Central Manufacturing Company, Chattanooga, Tenn. Specialties: Yellow Pine Cross Arms, Locust and Oak Pins and Brackets.



D. W. HUGHES.

President Central Manufacturing Company, Chattanooga, Tenn. Band Saw Mill and Planing Mill. Manufacturers of Railroad Specialties. Write them.

Here is where one of the fiercest battles of the world was fought, and the memory of it can never die. Here the old veteran loves to come. From the city he can go in half an hour to Chickamauga, Wauhatchie, Sherman Heights, to Bragg's Headquarters on the ridge, or to the summit of old Look-out. The events of the various battles can be closely

followed, so well have the various Commissions done their work. The National Park covers the whole field of the battle of Chickamauga. The old roads of approach have all been preserved. Monuments have been erected by at least twenty-five states, showing where various regiments were placed. Historical tablets, marking the place of each corps and division, have been set up on the fields and in the city, and a number of steel observation towers have been erected at suitable points. The city itself, as has



GENERAL OFFICES AND WORKS OF THE CASEY & HEDGES MANUFACTURING COMPANY.
Chattanooga, Tenn.

This establishment is engaged in the manufacture of Steam Boilers of every description, together with Mechanical Draft Appliances and Grey Iron Castings. Builds and ships yearly upwards of five hundred thousand (\$500,000) dollars worth of manufactured goods.

been said, contains more than a hundred tablets, marking the sites of headquarters, forts, hospitals and so on. In the great cemetery all graves are marked, and while many a gallant soldier lies in the "Unknown" division, his grave none the less has its head and footstone. Here, wrapped in stillness, surrounded by beauty, and watched over by loving pride,—



E. L. MUDGE.
Chattanooga, Tenn.

One of the best known Photographers on the line of the Cincinnati Southern. A number of the cuts appearing in this work are from his negatives.

"Two by two and three by three
Missouri lies by Tennessee;
Row on row, a hundred deep,
Maryland and Georgia sleep:
And the wistful poplars sigh
Where Virginia's thousands lie!"

Visitors to the Park and Cemetery will remember how, when Burnside occupied East Tennessee, and began to find matters going not too well with him, he became anxious to have the coöperation of Rosecrans. Now, Rosecrans was the junior officer, and might be expected to hold himself and his command ready to join his superior. But he—Rosecrans—had troubles of his own, and so far as possible he ignored those which beset and surrounded Burnside.

Halleck—at Washington—dawdled with orders, hesitating to make either army advance, retreat, halt or join the other. Finally the Lords of the Occasion created the Division of the Mississippi, and Grant, the best man, was put in command. He had been in New Orleans, consulting with General Banks, and on receipt of orders he started at once for Cairo, where he was to receive special instructions. Arrived there, he found only a telegram, directing him to meet a special officer from the War Department at Louisville. This "special officer" proved to be Secretary Stanton himself, who came aboard Grant's train at Indianapolis, accompanying him to Louisville.

The two wise war chiefs discussed the situation in all its distressing particulars. The northern troops in the vicinity



CHATTANOOGA FURNACE.

Owned and operated by the Chattanooga Furnace Company. C. E. Buek, President; F. H. Connor, Vice-President and General Manager, and J. R. Rice, Secretary and Treasurer; has been in operation since 1899, with a capacity of a hundred tons of foundry iron per day.



IN CHICKAMAUGA PARK.

took command, his first work was to establish food depots — “open a cracker line.” He said, simply, to Stanton, “If the boys aren’t fed, they can’t fight.” Grant was very lame from the kick of a horse, received while he was in New Orleans, but being a worker, he got to moving things, in spite of his lameness. The Confederates were entrenched on Missionary Ridge, across the valley from Lookout



CHICKAMAUGA BATTLEFIELD.



CHICKAMAUGA PARK

During the mobilization of troops in the Spanish-American War.

of Chattanooga were on the verge of starvation. Their horses had starved by thousands. They had for themselves nothing but hard bread and “beef dried on the hoof,” as the sarcastic and bitterly disappointed men from the North term the wretched cattle, which were all they had to depend upon. When Grant

Mountain. Their fortifications were very complete, and so close came the pickets of the two armies that they held many a spirited conversation, and occasionally exchanged commodities. In fact, parts of the two armies drew water from the same creek, and at one time Grant when on his rounds was saluted, half in jest and half in sober earnest, by the Confederate pickets. The imperturbable Ohioan returned the salute and rode away, having looked death in the eyes once more.

It would be interesting to follow the series of battles which took place around Chattanooga, but space is too limited. Visitors to the city and the National Military Park will be able to study such an object lesson in war as no other nation possesses—the biggest thing of the sort ever projected.

The Chickamauga portion alone of the Park contains ten square miles, and has something like forty miles of well-kept roads. Besides,



CENTRAL PASSENGER STATION,
Chattanooga, Tenn.



SAM FINE,

Cincinnati Manager of the Pabst Brewing Co. and
Ex-President of the Duckworth Club.

there has been ceded to the Government the roads over which the armies came and went. Sixty miles of these approaches have been given.

The fighting position of every battery engaged on either side has been ascertained, and the Commissioners have marked such position by guns of the pattern in use at the time.

Congress has given nearly a million dollars to this great work. Ohio has appropriated a hundred thousand dollars. Other States have followed with appropriate sums. There is nothing approaching this Military Park in the whole world, and it will certainly continue growing in beauty and completeness for many years to come.



NATIONAL CEMETERY, CHATTANOOGA.

Located on the immediate left as the train enters Chattanooga from the north. The monument in the center is that erected to the memory of the famous Andrews Raiders.

CHAPTER XII.

THE BLUE GRASS COUNTRY.



Section of old stone rail used on Kentucky Midland Railroad, from photograph of the original in possession of the Kentucky Historical Society at Frankfort.

WHEN the world was young, and unpeopled unless by those engaging, open faced monsters whose bones alone are left for us to wonder over, the silurian seas covered portions of this continent. Their sediment settled and hardened, their waters were evaporated or absorbed, until the beds of these waveless oceans became a flooring of limestone.

To-day this is where the blue grass waves, and the why of its luxuriance is because the fertility of the soil is continually renewed by the detrition of this limestone. There can have been no tremendous upheavals of the earth's surface here:—the evidences all point another way. There was no glacial drift, there are no surface boulders, no gravel beds except what the present streams account for. The only disfigurements are the "pot holes," so-called; circular depressions most likely caused by the surface water seeking an outlet:—"goose nests" they are often termed.

Who first saw the lovely vales, the open glades of the Blue Grass? Not the Indians, for there are many signs of inhabitants older than these, and greatly cultured, compared to the red men. They knew how to build solid masonry; they wrought in copper; they had tools which they used to work in wood and stone; they have left effigies carved out of hard stone, which effigies may represent their idea of gods or devils, or not impossibly, these are the best they could do toward statues of members of the family. There was a tradition among the Kentucky Indians that this people, whose life antedated theirs, gradually disappeared before the advance of the red men, until the last remnant was driven to an island and there slain. The tradition further says that these First People were *white*, or at least fair, with auburn or red hair. And it is true that most of the mummies found in the caves and mounds have reddish hair. This, however, might be accounted for by the action of chemicals in the soil. But the true tale of where they went is as far from being told as is that of whence they came. "*From far*," the Indians said. And a curious fact is that East

Indian shells have been found in the graves. The honor of having first visited the Blue Grass country in historical times has been ascribed to various pioneers, but the consensus of opinion seems to be that old John Finley, of North Carolina, trapper, traveler and Indian exterminator by profession, first saw the fields and forests of Kentucky.



DR. B. D. GRAY.
President Georgetown College.
Georgetown, Ky.

Finley did not linger on this first visit, for he was alone, and the Indians were too thick even for him. So he took the Buffalo Trail and went back home.

There, sitting in front of the Boone's log house on the Yadkin, he described the terri-



W. P. WALTON,
Publisher the Morning Democrat,
Lexington, Ky.

tory he had seen in glowing terms, calling it "*the richest country in the world.*"

The old promoter bragged of his promised land of plenty, until he induced some of the stalwart North Carolinians to go back with him. John Stewart, Joseph Holden, James Mooney, Daniel Boone, William Coal and he took the back trail together for the "County of Kentucky," as it was termed.

Part of the company turned back, awed by the trackless wilderness, until there were left only Boone, Finley and John Stewart. Later these were captured by a wandering band of savages, but luckily they all escaped, as related in the histories of those early times.



DEPOT AND GROUNDS, QUEEN & CRESCENT ROUTE,
Lexington, Kentucky.



TURKISH BATH ROOMS.
Lexington, Kentucky. I. N. Williams, Proprietor.

the Calloways and dozens more. The first fort was made on the Kentucky River, and was called Boonesborough. Settlements were soon after begun at Harrodsburg and Boiling Spring. There was no peace—life was full of troubles—for these early settlers. The Indians were loth to leave the “cane country” and the buffaloes’ stamping ground, and their rage broke out against the settlers until, as Calloway said, “all the county was full of hell on a picnic.” As is known, Kentucky was long called the *Dark and Bloody Ground*, and well did it earn the name. From 1783 to 1790 the Indians killed fifteen hundred people between Northern Tennessee and the Great Lakes. Gradually, however, the savages sullenly retreated, and gradually did the little towns grow. Villages sprang up where the Indian women had tended their maize and “pompions,” as the humble pumpkin was then called, and a paper mill began to run at the Royal Spring, where the Indian tribes used to assemble yearly for worship and sacrifice. This was in 1792, and in 1796 a library was started at Lexington

Gradually other explorers came and settlers followed. This part of Kentucky, and indeed most of it, was peopled by some of the best blood of Virginia and the Carolinas. Cavalier, not Roundhead, the light-hearted, ready-sworded sons of the South rather than the stern psalm-singers of the New England States, fathered Kentucky.

Hither came John Rogers Clark, with high brow and the signs of earnest thought on every feature; Isaac Shelby, haughty and self-reliant, first governor of the State; Simon Kenton, inventive and alert; James Harrod, Bullitt, McAfee, Stroud, the Stewarts, the Hendersons, the Knoxes,



LEXINGTON STEAM LAUNDRY.
Lexington, Kentucky. I. N. Williams, Proprietor.

with four hundred volumes. This beautiful city, lying in the center of the Blue Grass, was once capital of the State. It is now chief market for the blooded racing stock and cattle for which the Blue Grass is so noted, which have made this section, as



A STREET SCENE,
Danville, Ky.

Looking down Main Street. The Court House on the left.

large as Massachusetts, famous over the world. It is perhaps the abundant phosphate of lime that gives this eight or ten thousand square miles its superiority. Nowhere else does one find such a proportion of beautiful women, brave men and

fine stock as in the Blue Grass. Education has not been neglected here, either. The first college west of the Alleghenies was built at Danville in 1780. It was known as Transylvania University, and in 1788 was removed to Lexington. Here, too, are Sayers Female Institute, Lexington Business College, the State Agricultural College, and the Experiment Station. Berea College is on Berea Ridge overlooking the Blue Grass. Lexington furnished a Vice-President to the United States, John C. Breckinridge, elected in 1856, to serve with Mr. Buchanan. He afterward became a Confederate Major-General and



H. E. WOOLFOLK.

Publisher the Kentucky Advocate,
Danville, Ky.

Secretary of War. Later still he went abroad, but returned to die quietly at home in 1875. Here in Lexington there is a beautiful monument to the memory



R. O. CUNNINGHAM.

Editor The Courier, Danville, Ky.

The Cincinnati Southern Railway



JOHN A. BELL.
The Veteran Proprietor and Editor of the
Georgetown, Ky., Times.

of Henry Clay, whose remains rest in a sarcophagus at the base of the shaft. His old home, "Ashland," is a point of interest seldom neglected by visitors. Here have been entertained Webster, La Fayette, Monroe, Van Buren and many other noted people.

One comes into the Blue Grass sixty miles south of Cincinnati, at Rogers' Gap. Seven miles below lies Georgetown, as pretty a little city as one would wish to see. Here is where the Royal Spring, already mentioned, bursts forth in such volume as to supply

the city water-works. The first house here was built in 1775. One of the great Baptist schools of the country is here; it is known as Georgetown College.

Danville is another beautiful little city, the center of a wealthy agricultural community. The famous Presbyterian institution known as Center College is here.

Nicholasville is the chief town of Jessamine County, named for Jessamine Douglas, the beautiful daughter of a pioneer. She was slain in one of the numerous Indian raids while endeavoring to warn other settlers of their danger. An Indian sprang up behind her as she passed his hiding place, and tomahawked her. Nicholasville is the seat of Jessamine Institute.



D. O. GRAFF,
Editor Jessamine News,
Nicholasville, Ky.



VIEW OF HIGH BRIDGE AND THE BLUE GRASS COUNTRY.



SAYRE INSTITUTE, LEXINGTON, KY.

Founded in 1854 by David A. Sayre, of Lexington, Ky. Academic, College Preparatory and Collegiate Courses of Study. Fine equipment in buildings and apparatus. H. B. McClellan, A. M., Litt. D., Principal.

About ten miles below Nicholasville is High Bridge, and there is no more beautiful piece of railroad engineering in the United States. It is three hundred feet above low water, a quarter of a mile long, being supported at the ends by the cliffs between which the river runs. Among the cliffs is a deep cavern known as "Boone's Cave," said to be a hiding place of his. The old hunter is buried at Frankfort. At either end of the bridge rise massive stone pillars, built years ago by General Leslie Coombs, who meant to have a suspension bridge, designed by John Roebling, thrown across the river here.

It was intended for the old Lexington & Danville Railroad—now a part of the Queen & Crescent Route—the "Audacious Road," as Edward Atkinson called it.

The history of this "Audacious Road" has been told in another place. It runs through the Blue Grass, and has made the wealth of the section accessible, by giving it free outlet, north and south, to the world. No small figure in the development of this section has been cut by the advancement of the dairy interests. This is one point continually brought forward by Mr. Murphy, the General Manager. He has arranged such rates for shippers that they have been able to send dairy products to more distant points than is usually done, and both the road and the district have felt the benefit of his wise overlooking.

The arts and sciences have not been neglected in favor of



GOVERNMENT BUILDING AND POST-OFFICE,
Lexington, Ky.

physical advancement, but time presses, and of all whose names add luster to their birth-place, we mention only Matthew Harris Jouett, Kentucky's Master Painter, as he has been called. He was particularly noted as a painter of children. Samples of his work, short as was his career, are to be found in Lexington, Georgetown, Cecilian, New Orleans, Natchez, Louisville and elsewhere. Jouett's eldest son, George Payne Jouett, fell, leading his regiment, at the battle of Perrysville in 1862. The family came from fighting stock in the first place, the painter's father having been the famous "Jack Jouett" of revolutionary fame, who received the thanks of Congress and a sword and pistols from the Virginia Legislature for extraordinary valor. One of his sons was "Fighting Jim" Jouett, rear-admiral, and he himself served in the war against England.

But no one can undertake to catalogue the brave men of Kentucky. As far back as revolutionary times, the iron-muscled, eagle-eyed men of the Blue Grass bore



THE JOHN CHURCH COMPANY,
S. E. Corner Fourth and Elm Streets, Cincinnati, O.
Everett-Harvard and Dayton Pianos.



THE RICH LUMBER COMPANY INCORPORATED,
Hattiesburg, Miss.
Manufacturers and dealers in Long Leaf Yellow Pine Lumber. Car materials and long length a specialty.
C. W. Rich, President and General Manager. B. C. Hemphill, Secretary and Treasurer.

their share, and more, of the burdens of war. You remember how, after one of the blistering defeats met by the inexperienced American leaders at the hands of the British, Isaac Shelby gathered two hundred men and crossed the mountains in answer to an urgent appeal from the seaboard states. They were armed, frontier fashion, with their long rifles, tomahawks, and wicked-looking knives that made their Indian enemies always speak of them

as "Long Knives." They were all mounted on tough, home-bred horses and they made a mighty welcome addition to the hard-pressed American army. "*Indian play! Men, give 'em Indian play!*" exhorted Shelby, addressing his men; and just as they would have attacked a wounded buck or trailed a bear to her den or followed a buffalo herd, they followed the English until they overtook them at King's Mountain, where they defeated the British in a bloody battle. Then, having accomplished the thing they set out to do, they went back home to keep their own borders secure against the Indian tribes. This was one of the decisive battles of the Revolution and it was gained only by the help of the riflemen of Kentucky and Tennessee, the "Back Water Men" as they were called in derision—before the battle—by the British.

It would not be fair to mention a few names only of the brave men the Blue Grass country has furnished.

Wherever the tread of marching columns has been heard, you may be sure that Kentuckians have been in the rank and at the head of columns. In 1876, in 1812, in the Mexican War, in every Indian campaign, when North and South drew apart, in the Cuban War and now among the treacherous Filipinos, wherever war has gone, there have the sons of the Blue Grass borne a part, and never an insignificant one.



D. W. CLARK.

Proprietor and Editor the Sentinel,
Georgetown, Ky.



VIEW SHOWING STATION AND HOTEL, OAKDALE, TENN.

CHAPTER XIII.

THE CUMBERLAND PLATEAU.



IN THE CUMBERLAND PLATEAU,
Near New River.

THE history of this stretch of territory, if it could be written, would read like a fairy tale. Always the Plateau has been favorite dwelling ground, back into the mysterious past, concerning which no man can say with certainty, "this or that people flourished." We call this vanished race Mound Builders, for lack of more descriptive name, and find their works and relics on every mountain top, in every

valley, beside every spring that bubbles up and in the dim recesses of the countless caves. They have left the ashes and quenched embers of fires kindled by unknown means forgotten generations ago, and we moderns dig eagerly therein, thinking to increase our knowledge of how they lived, what they ate, and wherewithal they were clothed.

We find the broken shards of their rude pottery and now and then a bowl or platter or vase approximately perfect and well-nigh priceless. Scores there are of those imperishable earthworks, common to the continent, which have given a name to the people who made them. They have left implements of wrought stone, implements used in war, in their meager domestic affairs and for ornament; and, finally, they have left themselves. Here and there, breaking into new caves or opening hitherto undisturbed tumuli, we find these prehistoric citizens inclosed in hollowed tree-trunk coffins, or wrapped in the tattered remnants of woven mats, once, no doubt, considered rich and costly. They are not pretty sights, but we endure that for the sake of new knowledge on a most fascinating subject, and the ethnologist finds himself well entertained and in a field rich indeed here on the Plateau.

You would like to know more of the Plateau—what and where it is? A section of this beautiful country of ours, large as some European kingdoms, lies in Eastern Tennessee and Southern Kentucky. It overlooks the surrounding country from an elevation of more than fifteen hundred feet. Its position gives it a peculiarly favorable



A TYPICAL SCENE IN THE PLATEAU.

up by a mill site or at a railroad station or near a mine. And these multiply and grow, year by year, as the number of farms in the neighborhood increases or the output from the mine grows greater. The whole tableland is underlaid by coal, as stated by Dr. Safford, once, perhaps still, State geologist. The coal measures have been known since the earliest days of the pioneer hunters and trappers. The deposits lie in horizontal strata undisturbed by any subterranean convulsion, being therefore easy to mine. The oil wells are of comparatively recent discovery, but a good many gushers are pouring money into the pockets of their owners, and the field is but just opened.

Thirty years ago there were a few blast furnaces in Tennessee, but now a month's output from one of these would far exceed a year's production from the largest one then in the State. The ore is of beautiful quality, too, and like the coal, easy to get out.

By some freak of nature almost everything in the way of

climate. The winters are short and mild, the summers without the fierce heat and drought of the North, the autumns long and warm, and it is a boast with the Plateau dweller that here, "in God's Country," as he delights to call it, the grass grows green ten months in the year.

The development of this section has in some ways been peculiar. Not one over-grown city has been founded, but many small ones flourish. Towns and villages there are in plenty, too, starting



SOUTHERN EXPRESS COMPANY'S BUILDING.

Market Street and Georgia Avenue, Chattanooga, Tennessee.

This building is devoted exclusively to the business of the traffic and accounting departments. The Southern Express Company is the great medium of express transportation between the Northeastern and Western States and the South. It operates on all the fast passenger trains of the Queen & Crescent System, carrying express matter of all kinds, with 29,000 miles of route and some 3,700 offices of its own, and reaching by through car facilities, with through messengers, all the important points in the North, either on its own lines or through its connections. It affords a most popular and satisfactory service.

The Cincinnati Southern Railway



HON. H. CLAY EVANS.

Proprietor of the Chattanooga Car & Foundry Co., is one of Chattanooga's most successful business men. At the close of the war he organized this Company; later became sole owner. Elected to Congress in 1885; was First Assistant Postmaster-General under Harrison; Commissioner of Pensions under McKinley; and Consul-General to London under Roosevelt.

time. Gems do not as a rule occur singly—it is not impossible that they should, some of them, be found in paying quantities. But the true wealth of the section lies elsewhere. The coal, the oil,



E. W. MATTSON.

Editor and Publisher of Chattanooga Press. Born in New Jersey, June 30, 1857. Attended Seminary, Pennington, New Jersey, and graduated from Wesleyan University, Middletown, Conn., in 1882. City Editor of Daily Commercial, 1887. Began publication Republican Press in 1888. Surveyor of U. S. Customs, 1891-1895. Supervisor of Census, 1900.

precious stones has been found on the Plateau and always by accident. There has been no systematic search for the amethysts, the turquoises, the garnets, beautiful specimens of which have been picked up from time to

CHATTANOOGA CAR & FOUNDRY COMPANY.
Chattanooga, Tenn.

The Foundry Department has a capacity of two hundred Freight Car Wheels and forty tons of Grey Iron Castings per day. The Company manufactures Railway Freight Cars, Mine, Logging and Plantation Cars, Grey Iron Castings of all kinds, particularly Railway, Mine and Furnace Castings, General Machine and Forge Work. See page 141.

the iron, the natural gas, they are all there, and they all mean money. But over and above all other values is that of the good red soil, which signifies cheap food in abundance, and the clean, sweet air and pure water—*they mean health.*

Land is cheap on the Plateau. It is cheap to-day, in spite of the fast-increasing population. That population, for good reasons, is the best mixed of any part of the United States. Here a sixty-acre farm owned by a German who used to live in Ohio, is next to a one thousand and two hundred acre tract bought by an Englishman when the Rugby fever was at its height. This is flanked on one side by a Wisconsin man's truck farm. Across the road a Down Easter has a quarter section of white oak which he is clearing for the Cincinnati market. The little hotel in the village is run by a Pennsylvanian. One of the stores claims a Michigan man as its owner,

and the postmaster came from Rising Sun, Indiana. The Methodist preacher hails from New York and Father Clement was sent here from Chicago partly to organize a Catholic congregation, but chiefly because here he has a chance for life, a long and useful life, while in his wind-swept home another year would have seen his bronchial tubes giving way entirely. There is the secret, part of it, of



RESIDENCE OF M. D. WOODFORD.

President C. H. & D. Ry. and Director C. N. O. & T. P. Ry.,
3722 Clifton Avenue, Clifton,
Cincinnati.



THE BARRON, BOYLE CO.,

424, 426 and 428 Main Street, Cincinnati.

Polished Plate and Window Glass, Paints and Painter's Supplies.

the mixed population. The other part lies in the cheapness of the land, and the fact that a living—a *living*—can be made right out of the soil.

The man who comes to the Tennessee Plateau with money can make money at once. The man who brings only his two fists for capital will find no difficulty in making enough to live on, and if he is industrious and saving, he can be a landowner very soon, especially if he has a helpful family. The lazy, incompetent trifler, born tired, will fare here just as anywhere else. The strenuous life has got to be lived if any measure of success is to be obtained.

Let us return for a moment to this mixed population, and the beginnings of it, which go back into those days when North and South forgot they were parts of the same country; when brothers fought and familiar friends drew apart and even father and son found themselves on different sides. A bitter time that, pray God, will come no more forever!

To look at the mountain slopes, laurel-garlanded, to peep into the sunny-sheltered

valleys, to follow the swift streams of sweet water, fountain-born all of them, one would not dream that war had ever passed this way. Yet these vales have been



S. HANNAFORD & SONS, ARCHITECTS.
RESIDENCE OF CHAS. WIEDEMANN,
Park Avenue, Newport, Ky.

trampled by opposing armies, the mountains have been scaled by Reb and Yankee, and they have come together in battle more than once. Here is Walden's Ridge, over which the war-skilled Rosecrans threw his left wing. Below lie the islands behind which the wily Sherman hid his boats until he was ready to float his men across for the assault on Mission Ridge. Here is Chickamauga Creek, which was well-nigh bridged with dead in that frightful conflict. Here is Orchard Knob, and here, too, is a spot made sacred by the interment of thirteen

thousand soldiers. Not heaped in piles, but in orderly rows they lie, each with head and foot-stone to mark the last resting place of a gallant soldier.

Thousands of men marched and camped and marched again upon the Plateau. In every regiment there were some who could see the value of those mountain slopes, green-grassed to the summit; men who recognized the productiveness of the sheltered valleys, who saw the wealth in the broad, well-watered pasture lands, and the vast forest acreage.

Some of the regiments were in the region long enough to find out somewhat of the climate, and to hear from the scattered inhabitants that consumption, asthma, throat and lung diseases generally are so rare



THE F. H. LAWSON COMPANY'S FACTORIES.
C. H. & D. Ry. Tracks and Erie Street, Cincinnati, O.

Manufacturers of Tin, Japanned and Stamped Ware, Sheet-Iron and Galvanized Wares of every description. Oldest and one of the largest concerns of the kind in the country. Office and salesrooms, 440-442 Main St.

as to be practically unknown. When the war was over and the soldiers scattered to their homes, they did not forget the fine air, the grassy coves, the springs of sweet water. They might have never believed any section fair except their own if they had not seen it. Having seen, they talked of the beauty of the mountain region, the productiveness of the valleys, the riches hidden in the ground. This talking had its effect, of course, and in time many and many who, had they staid at home, would always have been renters or hired hands, went South, where land is cheap and built up, not merely homes, but estates for their children to inherit.



MAIN STREET, GEORGETOWN, KY.

RECITATION HALL, GEORGETOWN COLLEGE,
Georgetown, Ky.

Beyond and above all other advantages this section holds out to the homeseeker, must be urged those to that large class of people in the North who have pulmonary complaints. In the softer, cleaner air of the uplands, the bruised and sore lungs, the rasped and aching throats rapidly heal and strengthen. Scores of people have gone down the road looking as if they never would come back—

unless in the baggage car. But they did; rosy and comfortable-looking, weighing a fifth or a sixth more than when they left home. For instance, a young mechanic named Walter Henderson, working in Cincinnati, contracted a cough. He could not



RUCKER HALL, GEORGETOWN COLLEGE,
Georgetown, Ky.

from anywhere," as he described it. The sick man loafed industriously. He made acquaintance with the farmers who came in on Saturdays to "trade" at the rival stores. He fished, he hunted squirrels, he picked persimmons, he studied the soil and the methods of farming followed by the people of the



COL. D. M. COFFMAN.
Editor and Proprietor of Rockwood Times,
Rockwood, Tenn.

Born in Virginia May 24, 1845. Moved to Gallipolis, O., in 1847. Served through the late Civil War, entering the service April 27, 1861. Commissioned by Gov. R. L. Taylor a Lieutenant-Colonel and served as such with the Third Tennessee Volunteer Infantry until the close of the war with Spain. Established the "Rockwood Times" in 1880 and has owned and controlled it ever since. Has held many important positions of trust in county, State and National affairs. Also owns and operates a coal mine at Robbins, Tenn., on the line of the Cincinnati Southern Railway.

really afford to lay off, he thought, to doctor up, so he kept working when he ought to have been in bed. He became thin to the point of emaciation, and could not have done a full half-day's work to save his immortal soul. His father-in-law insisted on his trying the curative properties of the Plateau, and sent him down to his own brother, who kept a little hotel in a mountain town on the Plateau, "five miles



CARDOME, GEORGETOWN, KY.

Cardome is a school for girls in charge of the Sisters of the Visitation, B. V. M. It is incorporated under the title of "Young Ladies' Academy of the Visitation of Cardome." Cardome is well known as the home of the late Governor Robinson, one mile from Georgetown. Buildings old and new furnished with all modern improvements. Educational advantages exceptional. Terms reasonable. Correspondence invited.

section, and presently he found himself without any cough, eating like a horse and sleeping clear 'round the clock. When he came back to Cincinnati that Christmas, Henderson was brown, upright, with a new walk on him, and twenty-five pounds more on his bones than he had carried South. Also, he had a firm determination to make his future home "on the mountain," as the Plateau is invariably termed by its dwellers. So he took what money he could rake and scrape, and, his father-in-law helping him again, he bought a

piece of land that had had some clearing, and before February ended, he and his little family were settled near a village in their own plain, comfortable home. Six years ago that was. He has a big peach orchard just coming into bearing and he sells a couple of hundred dollars' worth of strawberries every year. The wife raises chickens, turkeys and guinea fowls. They have a flock of sheep and three cows, and every year they raise hogs for their winter's meat. The



THE WELLINGTON, Gano Kelly, Proprietor, Georgetown, Ky. New building, newly furnished, electric lights, steam heat and all modern conveniences.

FARMERS BANK of Georgetown, Ky. Geo. V. Payne, President. R. B. Thomas, Vice-President. Capital, \$60,000; Surplus, \$12,000. Began business May 1st, 1900, as successor to the Georgetown Branch of the old Farmers Bank of Kentucky, which began business in 1850.



ADMINISTRATION BUILDING GEORGETOWN COLLEGE,
Georgetown, Ky.

hogs get fat in the fall on the mast in the woods, and there is nothing better than a strip of mast-fed bacon. They have a yoke of oxen and two mules, and by their neighbors they are considered to be on the high road to affluence. They *are* doing well, for they are alive and together. It would

not be fair to say that they never regret the advantages they lost when they left the vicinity of the city. But being people of sense, they remember their mercies—that the husband and father is spared to his



LOUIS J. SCHOLL,
Manager the Times, Rockwood, Tenn.

The Cincinnati Southern Railway

family. Then they would never in their lives have been able to own property had they remained in the North. Now they have nearly a hundred acres of land, im-

proving all the time, and are persons of some consequence. It would have been a long time before Walter Henderson, mechanic, would have seen himself superintendent of a Sunday School in Cincinnati—a long time, but here he has served twice in that capacity. They are doing well in every sense. Once when Mrs. Henderson was asked to name the greatest pleasure she found in her new home, she laughingly said, "The fact that I do not have to climb down



THE SUNDAY SCHOOL BUILDING, CINCINNATI.

the flight of time and buy a small measure of potatoes out of a peddler's wagon for dinner. No more running of vegetables by them, nor of any other. Their acres of small corn and wheat are thick with the fruit of the soil. It was hard for Henderson to give up the old way of life, but he had to take the new one. He had to give up the old way of life, but he had to take the new one. He had to give up the old way of life, but he had to take the new one. He had to give up the old way of life, but he had to take the new one.



ROBERT STREET, CINCINNATI.

an outside world in the country papers, but he remained at home. Let us sum up the advantages of the Plateau in a few words. In the first place, land is cheap—

a hundred dollars will go such a long way. A failure in crops is practically unknown. This is because there are no droughts, no blizzards, no extremes in heat and cold. There are no mosquitoes, no malaria, and (what some will regard as a disadvantage) no negroes on the Plateau. A market is convenient; one may always sell to advantage either to Chatta-



ROANE IRON COMPANY'S FURNACES
NUMBERS 1 AND 2.

Rockwood, Tenn.

H. S. Chamberlain, President; C. M. McGhee,
Vice-President; O. L. Hurlbut, Secretary; Francis
Nieland, Treasurer; Willard Warner, Jr., Sup't.



CHATTANOOGA CAR & FOUNDRY CO.

Covering thirteen acres; was built in 1870 and has a capacity of five cars per day. The above illustration shows the Woodworking, Machine and Forge Shops. See page 134.

but it is also true that there is no tremendously long and arduous journey to be taken, as in the case of the government lands obtainable in the West. What a family would save on railroad expenses would go a long way toward buying a home on "the mountain." And it would not have to be irrigated either.



CHICKAMAUGA STABLES.

The best equipped Livery Stables in Southern Tennessee. Stables in Chattanooga and Chickamauga Park. All drivers are competent guides. Correct schedule of prices to all points of interest in this historic vicinity.



MONTAGUE & CO., CHATTANOOGA, TENNESSEE.

City Sewer-Pipe Plant, 25 kilns; Lockout Sewer-Pipe Plant shown above, 21 kilns; City Fire-Brick Plant, 5 kilns.

All this talk has been of utilitarian things; yet how can one leave the subject with no mention of the beauty of the section? One day great painters shall come and make famous its mountain slopes, with their laurels and rhododendrons, their waterfalls and gorges and caves, their natural bridges and forests. Great writers shall immortalize the hero pioneers, the advance guard of civilization, and interest the world in the types now fast passing away. In the meantime, the beautiful, rich, generous Plateau welcomes all who come. And of all that she owns—timber, building stone, coal, iron, oil—any one of which would make her great, nothing is so valuable as her capacity for taking care of her newcomers and giving them happy homes.



THE JOYCE, CRIDLAND CO., DAYTON, OHIO.

The development of railway construction since the building of the Cincinnati Southern is well exemplified in the above picture of goods manufactured by the Joyce, Cridland Co. No. 4 is such a jack as was used to level the first rails of the Cincinnati Southern, while No. 2 was used for locomotive work at that time. No. 3 is the development of the old rail-raising instrument, and No. 1 is the geared lever jack such as is now used in heavy locomotive work, and No. 6 an outside pump, hydraulic jack used for the heaviest work.

CHAPTER XIV.

CONNECTING ROADS.



STANDARD BIG FOUR PASSENGER LOCOMOTIVE —
ATLANTIC TYPE.

TEN trunk lines of railway enter Cincinnati. The geographical condition is such as to make of the greater number of these friendly connections of the Queen & Crescent Route, reaching from other great shipping centers of the Northeast and West, and bringing to Cincinnati a heavy commerce, to be turned over to the Cincinnati Southern for shipment south. Large quantities of grain, hay and feed are handled in this way, with structural iron, machinery and provisions; and in turn the South supplies

the North with cotton, molasses, pig iron, bananas, oranges, melons and berries, using Cincinnati as a distributing point. One of the largest systems that interchanges business in this manner is the Big Four Route (Cleveland, Cincinnati, Chicago & St. Louis Railway). This great system forms a part of the Vanderbilt interests. It includes 2,342 miles of main track. From Cincinnati it spreads out in a fan-shaped network, which covers the States of Ohio, Indiana and Illinois, reaching the larger portion of the towns of those States, and bringing through the Queen City, from Dayton, Springfield, Columbus, Cleveland, Sandusky, Indianapolis, Shelbyville, Benton Harbor, LaFayette, Danville, Bloomington, Peoria, Terre Haute, Mattoon, St. Louis and Chicago, with all the rich territory embraced by these cities, a steady flow of people and a stream of manufacturing products. The Queen City gains from all this as a distributing point. How much this gain is it is difficult to estimate.

THE BIG FOUR ROUTE.

The general offices of the Big Four are located at Cincinnati, occupying offices in the Big Four Building, adjoining the Central Union Station train sheds. Here a small army of clerks and a large staff of officials administer the affairs of the road. Mr. Ingalls, the President, is a stockholder and director in the Cincinnati, New Orleans

The Cincinnati Southern Railway

& Texas Pacific Railway Company also, and, as a Cincinnati and a broad-minded, public-spirited citizen, is at all times in the front rank. Mr. Ingalls is a director of the Cincinnati May Musical Association and President of the Board of Managers of the

Queen City Club, and has always been a leading spirit in many financial and railroad projects. The operating department of the road is in the hands of Mr. C. E. Schaff, General Manager. The passenger department is presided over by Mr. W. J. Lynch and Mr. W. P. Deppe, second in charge. Both are Cincinnatians. Mr. Deppe was in earlier years in the general passenger department of the Queen & Crescent. Mr. E. F. Osborne, Secretary;



ON THE BIG FOUR ROUTE—WHITEWATER VALLEY.

Mr. F. D. Comstock, Treasurer; Mr. P. A. Hewitt, Auditor; Mr. E. F. Cost, Traffic Manager; Mr. G. W. Kittredge, Chief Engineer; and Captain John Egan, Superintendent of Dining and Parlor Car Service, all have their headquarters in Cincinnati.

THE CHESAPEAKE & OHIO.

The Chesapeake & Ohio Railway is the only line connecting with the Queen & Crescent Route that also makes connection with that line at any other point. This it does through its Louisville line, which crosses the Cincinnati, New Orleans & Texas Pacific at Lexington. This Lexington connection affords an interchange of business to and from points in Eastern Kentucky, such as Winchester, Mt. Sterling, Greenup and Ashland, from which a great deal of southern traffic comes, both



CINCINNATI TIMES-STAR BUILDING,
Northeast cor. Sixth and Walnut Sts.

in freight and passengers. The Queen & Crescent brings considerable patronage to the Chesapeake & Ohio, particularly during the summer season, when travel sets in for Hot Springs, White Sulphur, Old Point Comfort and the eastern summer resorts. In return, the tide turns round as winter comes, and the Chesapeake & Ohio is able to return the compliment with business to New Orleans, California, Asheville and Florida.

It is not amiss to say in this connection that the steady increase of traffic on the Chesapeake & Ohio is largely due to the impetus given it by the former executive head of the road, Mr. M. E. Ingalls, who for many years has also been a member of the Cincinnati, New Orleans & Texas Pacific Board of Directors. Mr. Ingalls' record in the rehabilitation of railroad properties, built up under his skillful hand into dividend payers, stands unapproached, and the present admirable condition of the Chesapeake & Ohio stands as a monument to his

ability as an organizer

who can develop a property to its fullest prosperity. Mr. Charles B. Ryan, the Assistant General Passenger Agent of the Chesapeake & Ohio, is well known as a Cincinnatian as well as in his capacity as a railroad official. The operating department of the road is represented at Cincinnati by J. W. Haynes, Superintendent of Terminals; the Superintendent of the Kentucky Division, Mr. G. W. Lewis, having his headquarters at Ashland, Kentucky.



CINCINNATI TIMES-STAR BUILDING.
Showing new addition to same on the Sixth Street Side.



HON. CHARLES P. TAFT,
Attorney at Law, Proprietor Times-Star.

THE ERIE RAILROAD.

The Erie reaches Cincinnati over the Cincinnati, Hamilton & Dayton tracks from Dayton, and its traffic to the South comes from the East through Northeastern and Central Ohio, bringing to the Queen & Crescent



C. H. REMBOLD,
Manager Cincinnati Times-Star,
Cincinnati, O.



CITY TICKET OFFICE ERIE RAILROAD,
Fourth Street, near Vine, Cincinnati.
H. C. Holabird, General Agent Passenger Department.

Texas Pacific Company, have given the best of their efforts in railroad administration. The exchange of traffic with the Erie is increasing yearly, under the friendly personal relations existing between Queen & Crescent officials and Mr. Holabird, the Erie's passenger representative at Cincinnati, and Mr. C. P. Morse, who, with the title of General Agent, represents the Erie freight interests in the Queen City.

THE NORFOLK & WESTERN.

The Norfolk & Western has only recently become a factor in Cincinnati railroad affairs, through its absorption of the Cincinnati, Portsmouth & Virginia Railway in the fall of 1901. This road gave the Norfolk & Western a direct line into Cincinnati from its Scioto Valley Division at Portsmouth, and locally brings quite a sum of

Route a territory rich in such manufacturing and business communities as Dayton, Springfield, Marion, Galion, Youngstown, Jamestown, Salamanca, Buffalo and points throughout New York State, as well as through traffic from New York City and points beyond.

The connections between the roads have been most friendly. It was the old Atlantic & Great Western (afterward the New York, Pennsylvania & Ohio, now a part of the Erie) that made a proposition, in 1867, to build with the aid of the city a road to Knoxville or some other southern terminus. In later years the Erie has furnished the material from which an able lot of railroad men, including Mr. Felton, Mr. Murphy, Mr. Rinearson and many others who have bestowed upon the administration of the Cincinnati, New Orleans &



NEW YORK AND BOSTON LIMITED NEAR SHELBYVILLE, IND.
On the Big Four Route.

passenger traffic to the Queen & Crescent Route. Passenger matters for the Norfolk & Western are looked after at Cincinnati by Mr. Allen Hull, Division Passenger Agent.

THE CINCINNATI, HAMILTON & DAYTON RAILWAY.

As stated elsewhere in this volume, the early railroad history of Cincinnati was largely the history of the Cincinnati, Hamilton & Dayton Railway. The Cincinnati

& Hamilton Railroad, as it was first known, was a purely local institution, chartered in 1845, and local capital has since continued to be interested largely therein. The history of the road has been closely allied with the history of the Cincinnati Southern, particularly so in recent years, since Cincinnati, Hamilton & Dayton interests have come into control of a large amount of Cincinnati, New Orleans & Texas Pacific stock. The Cincinnati, Hamilton & Dayton System of to-day



INDIAN MOUND NEAR MIAMISBURG, O.
On C. H. & D. Railway.

has grown from the original fifty-nine miles of road over which the city evinced such elation when it was first opened for traffic, to a total now more than ten times as great (seven hundred and thirty miles), and also controls and operates the Indiana, Decatur & Western, giving them an outlet to the West that adds two hundred and thirty-eight miles to their property. The line of the Cincinnati, Hamilton & Dayton is probably one of the most complete and profitable operated railroad properties in the country.

The Cincinnati, Hamilton & Dayton was the second road to enter Cincinnati, and was opened for business September 19, 1851. In 1869



MIAMI VALLEY FARM LANDS.
On C. H. & D. Railway.

The Cincinnati Southern Railway

the Cincinnati, Richmond & Chicago Railroad Company leased its property to the Cincinnati, Hamilton & Dayton. In May, 1863, the Dayton & Michigan Railroad was



A VIEW NEAR MIDDLETOWN, O.
OF C. H. & D. R. R.

leased, giving the Cincinnati, Hamilton & Dayton entry into Toledo, and in 1870 changes were made in this lease by which a number of important connections were added. Local interest in the road has always been strong. The first President, Mr. L'Hommedieu, was a Cincinnatian of note. The last native Cincinnatian in charge of the road's affairs was Mr. Julius Dexter. Mr. M. D. Woodford, the present incumbent, is a native of Fredonia, N. Y., and a Cincinnatian by adoption only. In June, 1880, he first took service with the road as Vice-President and General Manager, and the following June was elected to the Presidency. He has surrounded himself with a staff of able traffic and transportation leaders, who, even in the difficult times when other roads had to struggle hard for existence, have been happily able to make the Cincinnati, Hamilton & Dayton a profitable property. Mr. Waldo, the General Manager, began rail-roading as a telegraph operator for the Rome, Watertown & Ogdensburg Railroad, and in 1880 took service with the Cincinnati, Hamilton & Dayton as Purchasing Agent. In 1882 he became Assistant to the President, in 1883 General Superintendent, and, steadily rising in the estimation of Mr. Woodford, was appointed General Manager in March, 1890. Mr. D. G. Edwards, Passenger Traffic Manager of the road, a former official of the Cincinnati, New Orleans & Texas Pacific Company, is referred



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OF C. H. & D. R. R.

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to at length under the head of "The Field and Staff."

THE PENNSYLVANIA LINES.

In 1836 a charter was issued for building and operating the Little Miami Railroad, now a part of the Pennsylvania Lines. That eminent scientist, Prof. O. M. Mitchell, made the surveys, the State loaned \$115,000 to the project and the road was finally opened for traffic as far as Springfield in 1846.



SAWING MONOLITHS FROM THE SOLID ROCK AT BEDFORD.
On the Monon Route.



OOLITIC LIMESTONE AT BEDFORD—FROM QUARRY TO TRAIN.
On the Monon Route.

Thirty miles had been opened three years earlier. The growth of business in the half century since passed seems unbelievable. The road began operations with one locomotive, two passenger cars and eight freight cars. This equipment was all built in Cincinnati and was a proud accomplishment. Since these early days the road has been extended to Columbus, O., and is now operated by the Pennsylvania Company under a long lease. The high standard of Pennsylvania properties applies to their lines into Cincinnati.

A fine commuter service reaches the eastern suburbs, and through trains reach all important eastern cities via Columbus, Pittsburg and Washington, D. C. Through service to Chicago via the Chicago Division passes through Hamilton, O., Richmond

The Cincinnati Southern Railway

and Logansport, Ind., while connection is made at Richmond with the Grand Rapids & Indiana for the Michigan summer resorts. The Pennsylvania also operates the Cincinnati & Muskingum Valley, which extends from the Little Miami at Morrow, O.,



CEDAR LAKE, THE PARADISE OF ANGLES
ON THE MICHIGAN RAIL

through Wilmington, Washington C. H., Circleville and Lancaster to Zanesville. The system also controls the road from Cincinnati to Lebanon, O., formerly the Cincinnati, Lebanon & Northern. This line enters the city at the Court and Broadway depot, but all other Pennsylvania trains



THE NEW FIRE-PROOF HOTEL IN FRENCH LICK SPRINGS
ON THE MICHIGAN RAIL

arrive at the Pennsylvania depot at Pearl and Butler Streets.



PLEASANT BEING THE INDIANA WHEELBAR,
ON THE MICHIGAN RAIL

THE BALTIMORE & OHIO SOUTHWESTERN RAILWAY.

The Baltimore & Ohio Southwestern, originally the Marietta & Cincinnati Railroad, was incorporated as the Belpre & Cincinnati Railroad Company. In 1883 it was reorganized under the cognomen of Cincinnati, Washington & Baltimore Railroad.

The Baltimore & Ohio Southwestern Railroad Company was organized in December, 1880, the Baltimore & Ohio Railroad Company becoming the owner of the

common stock of the Company and guaranteeing the first mortgage bonds. The Ohio & Mississippi Railroad was built to develop the Western trade of Cincinnati, and the name of the road will go down to future generations for the part played by it in Cincinnati's early history. The city devoted a large sum toward helping to build the road, and has always felt an interest in its welfare. As a part of the Baltimore & Ohio Southwestern the line has been practically rebuilt, and to-day carries more traffic than ever before.

CONNECTIONS AT CHATTANOOGA.

The Southern Railway System is, of course, the principal connection of the Queen & Crescent at Chattanooga. Its various lines lead to Memphis on the west, to Knoxville, Asheville, Bristol and Norfolk on the east, to Atlanta, Macon and all points in Georgia and Florida on the southeast. The close relationship that exists between the two lines forms



THE LATE JOHN CHAPMAN.
Of The John Chapman Co., Licensed Bill Posters and Distributors and Art Bulletin Advertisers. Established 1855. 17 Longworth Street, Cincinnati, Ohio.

the theme of much of the space occupied by this history. The Central of Georgia Railway also connects with the Queen & Crescent at Chattanooga through its control of what was formerly the Chattanooga, Rome & Southern. Another important connection of the Queen & Crescent is the Tennessee Central, which connects at Rockwood and Emory Gap and runs westward through a country full of great natural timber and mineral wealth to Crossville and Monterey, with connection to Nashville. Other connecting lines are the Frankfort & Cincinnati at Georgetown, the Southern Railway at Georgetown, Lexington, Burgin and Harriman Junction, as well as the Lexington & Eastern, Chesapeake & Ohio, Louisville & Nashville at Lexington, and the Louisville & Atlantic at Nicholasville.



MAYER, SCHEUER, OFFNER & CO.

Manufacturers of



Clothing.

N. E. Corner
Third and Vine Streets.
Cincinnati.

CHAPTER IV.

San Francisco.



The Golden Gate, San Francisco, California.

The Golden Gate is a statue of a man on a horse, standing on a pedestal in the city of San Francisco, California. It is one of the most famous landmarks in the city.

The statue is made of bronze and is located in the city of San Francisco, California. It is a symbol of the city's history and its role in the American West.

SAN FRANCISCO and
Chicago
and New York, Denver
and Boston and
San Francisco are all greatly
like. Their streets, their
shops, their churches, their
public squares, their parks,
their people—just might
pass for any one of
the other cities and never know
of difference, with some
small changes of language in
the case of San Francisco.
The Golden Gate is a
symbol of the city.

The Golden Gate is a symbol of the city of San Francisco, California. It is a statue of a man on a horse, standing on a pedestal in the city.

The Golden Gate is a symbol of the city of San Francisco, California. It is a statue of a man on a horse, standing on a pedestal in the city. The statue is made of bronze and is located in the city of San Francisco, California. It is a symbol of the city's history and its role in the American West.



IN THE CITY PARK, NEW ORLEANS, LA.

tired for a moment into his shop and returned with the bleeding stump of his arm dangling. He had cut off his hand rather than do that which was so obnoxious.

The patriots were finally shot, and thereafter, for a long time, there was neither peace nor rest in the land. Finally, with the coming of some of Spain's best blood to Louisiana, and with intermarriages between the new owners of the soil and the fine old Creole families, a better feeling obtained, opposition to Spanish supremacy ceased and the little

condemned to death. Hanged they should be, for their insolence, the Spanish war court declared. But in all that province no one could be found so base as to put a rope about the neck of a countryman—no slave so depraved as to accept liberty and wealth at such a price. Indeed, one negro, a blacksmith, ordered to perform this service, re-



THE NOTED FRENCH MARKET, NEW ORLEANS, LA.



ST. CHARLES STREET, NEW ORLEANS, LA.

town on the Mississippi began to grow. Her commerce became great and her people famous for their wealth, their taste and their extravagance. "*Little Paris*" the town was called, and the old chroniclers of Europe tell how the homes of the wealthy were fitted up like palaces; how the ladies gave fêtes not excelled by the smaller courts of the old countries; how the guests to these wore the stiffest of brocaded silks, gold embroideries and diamonds that princesses might envy.

Royal and titled personages and visitors of eminence were not lacking. In 1798 the Duc d'Orleans (Louis Philippe of France) and his two brothers visited New Orleans. The houses where they danced and dined and slept are pointed out to this day. Later on, in 1824 or 1825, they say La Fayette—no great lover of kings—slept in the same room Louis had



ORCHARD KNOB CHATTANOOGA, TENN.
General Grant's headquarters during the assault on Mission Ridge.



ON THE BIG FOUR ROUTE CHICAGO DIVISION.
Above the Ohio River.

come fewer. But the tri-color, after a brief period of rejoicing that France had her own again, had to come down; Louisiana had been bought by the United States, and from the great staff that had borne the flags of two kingdoms waved the red, white and blue of the Great Republic. Louisiana was made a State in 1812. Two years later the British attacked the city and were defeated by General Andrew Jackson, who became the hero of the city. A statue of the general is now in the center of Jackson Square, which must be seen

used, and on the same great rosewood bedstead. Barons and counts there were in plenty, and in 1793, after Spain re-ceded Louisiana to France, it seemed likely that they would not be-



A FLOWERY NOOK—WISTARIA IN BLOOM.
New Orleans, La.



ST. LOUIS CATHEDRAL,
New Orleans, La.
Erected by the Spanish two hundred years ago.

by visitors. It was made by Clark Mills at a cost of \$30,000. Other famous statues there are that visitors must see. One in particular is the Washington Artillery, in Metairie Cemetery. Another is the monument to "Margaret"—the first statue ever raised to a woman in the United States. It is to Margaret Haughery, who spent her life in looking after and providing for homeless children. She was but an Irish washerwoman and milk peddler, but honor was hers in life, and undying fame follows her because of her good works.

In Greenwood Cemetery is a handsome monument to the Confederate soldiers, and in Metairie one to the Army of Northern Virginia, also an equestrian statue of Albert Sidney Johnston over the tomb of the Army of Tennessee. Lee Monument is in Lee Circle. It is considered an excellent likeness of the famous general. The Henry

Clay statue, sculptured by Joel T. Hart, of Kentucky, is in Canal Street. The city has furnished her full share of names for History's roll. If this article were

not, perforce, so brief! But one name must be mentioned—that of Etienne de Borè, born in Louisiana, educated in France, and self-exiled to the Province again because he fell in love with Mademoiselle Destrahan, daughter of the ex-treasurer of Louisiana. De Borè became a plain planter—he who had shone at the brilliant court of France. He spent years in trying to find a profitable crop for the estate that was his beautiful wife's wedding portion. Cotton flourished only on the uplands. Indigo had proved a failure. Corn grew on the fat black soil, but had no export value. The Jesuit fathers had, in 1751, introduced



THE OLD DUELLING GROUND, CITY PARK,
New Orleans, La.

The Jesuit fathers had, in 1751, introduced

sugar cane from San Domingo, rejoicing in the thought of the wealth they had added to the continent. But they were doomed to disappointment, for the juice

could not be depended upon to granulate.



LIVE OAKS AND SPANISH MOSS.
Audubon Park, New Orleans, La.

De Borè studied cane. He worked, he experimented. He put out a crop of cane and saved every joint of it as seed for the next year. The crop was cut and ground. Anxiously was the result awaited. In the sugar house De Borè superintended each process through which the juice was put. Finally a great shout—"It granulates! it granulates!" went up—and another great industry was added to this country, which has flour-

ished exceedingly. Visitors must see the Sugar Exchange at Front and Bienville Streets. It has about forty members. This article might be stretched out indefinitely, there are so many things to see and talk about. New Orleans has been the subject of delightful magazine articles, which must have been as pleasant to write as they are to read.

There is no city where one may spend a more enjoyable time, no city where one may learn more of the early history of the country. From every point of view New Orleans is interesting. The writer, the painter, the historian, the antiquarian—each and all may profit by a visit. If one wishes to hunt and fish, the "Teche Country"



IN THE OLD FRENCH QUARTER.
New Orleans, La.

is at hand; and for the invalid, the winter climate is the most delightful possible. The oldest building is on Chartres Street, between Ursulines and Hospital. It is



CITICO FURNACE. CITICO FURNACE COMPANY.
Chattanooga, Tenn.

the old Archbishop's palace. Some of the buildings behind the old wall were erected in 1730 for the Ursulines, who came over at Bienville's urgent request, and was in use by them for nearly one hundred years. The building was once leased from the Sisters by the State and was for a while the State

Capitol. About 1840 it was presented to the diocese as a residence for the Archbishop and was so used up to 1899. The old slave market was at the corner of Chartres and Esplanade Streets. Visitors will not fail to see it any more than



BABAHATCHIE COAL MINES.
Between Harriman and Oakdale, Tennessee.
Standard Coal Co., Operators; Babahatchie Coal Co., Owners. Harriman, Tenn.



JOHN B. PEASLEE, Ph. D.
Superintendent Public Schools of Cincinnati
from 1874 to 1886.

they will fail to see the old French market. Here are buyers and sellers speaking well nigh every language under high heaven. Here are French, Spanish, Italians and English; Moors, Hindoos, Gascons and Chinese; and, stranger than all, a few Indians, women mostly, come in from Bayou Lacombe and their lands in St. Tammany Parish. It is in vain that one tries to tell the prospective tourist of things he *must* see. One might spend a short lifetime exploring, such is the charm of the beautiful old city.

CHAPTER XVI.

A RESUMÉ.

By M. MCA. HALL.



W. C. RINEARSON.
Cincinnati, Ohio.

General Passenger Agent Cincinnati, New Orleans
& Texas Pacific Railway and Alabama Great
Southern Railroad Companies.

AS has been said elsewhere, it was in 1869 that the daring project of building a road that should tap the rich country south of the Ohio River was determined upon by the city of Cincinnati. It meant a tremendous risk; it meant what was then a vast expenditure, and it meant in case of success steady streams of wealth flowing into the Queen City from many sources. Even then those who were most sanguine concerning the "New Road," as it was called, could not begin to foresee the splendid results to be obtained. Remember, this was in '69. Doubt and distrust were oftener in the minds of those separated by a few degrees of latitude than any softer feelings. Long trenches full of gallant dead lay too thickly be-

tween North and South for the two sections to have much love for each other. Their only common ground just then was business, and on business ground they came together, the South beginning to feel new life after the crushing experience of the war, the North desirous of new outlets for trade.

The Northern men who had been "out with the troops" for two years, three years, four years, came home full of stories of the beauty, the productiveness, the riches of the States they had marched through. The timber country, the coal country, the iron country, the cotton-growing region, the cane



BEAUMONT COLLEGE, HARRODSBURG, KENTUCKY.

Claims to stand, as to the substantial of higher education, in the front rank of American Female Colleges: easily "One of the best of the Girls' Schools of the South." Its students have represented nearly thirty States. Th. Smith, A. M., President.

lands, these had all been noted. And now they were to be easily reached—the “New Road” would fix that. So, pressed on by a great weight of public opinion behind them, the voters cast nearly sixteen thousand ballots for the construction of the road.

Right across the river into Kenton County, Ky., was the first jump. The county is named after old Simon Kenton, scout and pioneer, and a descendant of a well-known cavalier family. Then comes Boone County,

named after Daniel Boone; Grant, Crittenden, Harrison and Scott follow. From these counties Cincinnati draws much of her dairy and vegetable supply. Georgetown was settled in 1775, and here is



JOHN R. McLEAN,
Publisher The Cincinnati Enquirer,
Cincinnati, O.



THE H. J. WEILER CO.
217 E. Fourth Street, Cincinnati, O.

Royal Spring, which supplies the town with water. In the early days it was the scene of fierce fights between whites and Indians. Right in this and neighboring counties is the heart of the race-horse district of Kentucky. The limestone water and blue-grass pasture give the bone and muscle that go to make winners. Here is the home of Nannie Clark, Alam, Longfellow, Star Davis, Enquirer, Idlewild and a score more of



SALESROOM OF THE H. J. WEILER CO.
Cincinnati, O.
Manufacturers of Fine Furs and Ladies' Tailors.

The Cincinnati Southern Railway

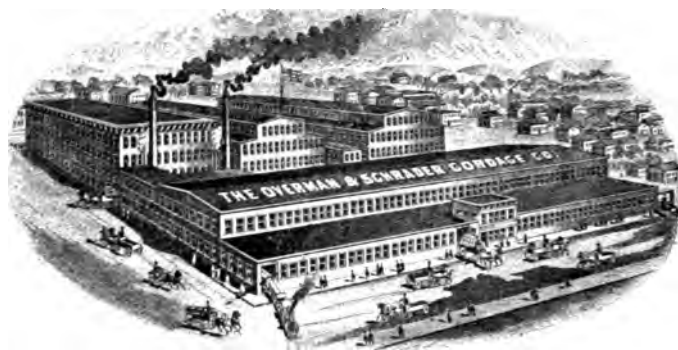


SECTION OF H. GARLICK & CO.'S ROSIN YARDS
Ludlow, Ky.

fast ones we have no time to name. On through the Blue Grass the road runs until it strikes the knob country, concerning which a whole book could be written. Then the beautiful bridge over the Kentucky River is crossed. It is 276 feet above low water mark, and when built was the highest bridge of its kind in the world. The bridge does not rest upon artificial supports, but on the solid cliffs which form the

banks of the river. There are magnificent towers at each end of the bridge, built by the late John Roebling. They have nothing to do with the present structure except to add to its beauty. The Dix River empties in sight of the bridge, and here is some of the grandest scenery in the United States. Here, too, are remains of ancient villages and fortifications, which have not been as fully explored and studied by archaeologists as would seem desirable. The whole country lends itself to romance and is full of stories of adventure, tales of early settlers, their daring deeds, their fights with the Indians, their hairbreadth 'scapes and later their peaceful old age in the beautiful and fruitful country they practically made.

Lincoln County is noted for its medicinal springs, and, in fact, all through this country the water is of extraordinary quality, even when unmixed by the various chalybeates and sulphurs. Some of the streams are subterranean, one in Pulaski



THE OVERMAN & SCHRADER CORDAGE CO.'S EAGLE TWINE MILLS.

Off. & 26-28 E. Seventh St., Cincinnati. Mills, Covington, Ky.

Manufacturers of Hemp, Flax, Cotton, Sisal and Manila Twines, Cords and Rope.
Established 1880. Employing 500 hands.

County in particular, being large enough to turn a mill flowing underground for at least seven miles, having occasional openings to receive small branches. Here, too, are

many caves, from some of which have been taken human bones of gigantic size. The country begins to be rich in minerals—coal, iron and lead all being found in workable quantities. The old tale of "Smith's Silver



THE NEW HOME OF MOCH, BERMAN & CO.

S. W. Cor. Elm and McFarland Streets, between Third and Fourth Streets, Cincinnati.
Manufacturers of Clothing. 110,000 square feet of space.



M. E. MOCH.

Member of firm, Moch, Berman & Co.,
Manufacturers of Clothing,
Cincinnati.

Mine" comes to mind as we cross the bridges and trestles and dart through the many tunnels we find near the Tennessee line. Many old citizens stick stoutly to their belief that silver in paying quantities exists near Cumberland Falls. Geologists, however, aver that they find nothing to support the belief, so perhaps the tradition is only a tradition with no foundation of fact.

ties exists near Cumberland Falls. Geologists, however, aver that they find nothing to support the belief, so perhaps the tradition is only a tradition with no foundation of fact.

ing to support the belief, so perhaps the tradition is only a tradition with no foundation of fact.

The tableland of Tennessee has elsewhere been mentioned, but chiefly as a health resort. It is notable also for its coal fields, and here the peach finds its natural home. Nowhere else in the United States do strawberries and peaches attain the delicious flavor that they have on the Tennessee Plateau.

It is to the South, beginning perhaps with Tennessee, that we must look for homes for the surplus population in future. Here are thousands of acres of



ALBERT MOCH,

Member of firm, Moch, Berman & Co.,
Manufacturers of Clothing,
Cincinnati.

32° Scottish Rite Mason, Willis Chapter Masons, Nobles of the Mystic Shrine, Elks, LaFayette Lodge of Masons, Phoenix Club, Cincinnati Club, Business Men's Club, Losantiville Golf Club, Director The Cincinnati Gas & Electric Co., The Jewish Hospital, The Home for Jewish Aged and Infirm, The National Automatic Fire Alarm Co., Member The Art Club of Cincinnati.

The Cincinnati Southern Railway



THE BRADLEY & SORIN CO.
322 Walnut Street,
Cincinnati.

Stationers, Printers, Blank Book
Manufacturers, Engravers, Wed-
ding Invitations and Visiting
Cards.

cheap lands, waiting only for cultivation to produce food in abundance. It will be one of the richest sections in this country some day the natural advantages are so great. Here are no burning droughts, no destructive cyclones, no acres that must be irrigated before they will bring forth fruit. Instead here are coal and iron in abundance for manufactures, here are long, cool summers, late autumns and mild winters; here is abundance of the finest timber in the world; here is stock-raising country not excelled anywhere with its succulent grass and clear, flowing water in plenty. General Jackson, in his old age, once said to an old friend:

“Sir, I have traveled far and near over this country, and I believe that this tableland of the Cumberland is to be the garden spot of the Union.”

One of the factors in the commercial success of all this region is the fine grade of oil found—there is none of greater natural purity in the world. It has been known since the earliest settlements that oil of some sort—“rock oil,” the pioneers called it—



GEO. T. REISS,
Secretary and Superintendent Niles Tool Works,
Hamilton, O.



THE FIRST NATIONAL BANK, HAMILTON, O.

Capital, \$100,000; Surplus, \$85,000.

S. D. Fitton, President; J. E. Hughes, Vice-President; E. G. Ruder, Cashier; J. M. Beeler, Assistant Cashier.



DIEM & WING PAPER CO.

318-320 Elm Street: Factory and Warehouse, C., H. & D. R. R. and
West Sixth Street, Cincinnati, O.

F. J. Diem, C. B. Wing, Manufacturers of and Dealers in
Paper, Paper Bags, Flour Sacks, Twine, etc.

Cincinnati Southern crosses the Cumberland River, is the head of navigation, and here is the natural railroad center from which to reach the oil fields to the South and Southwest. The natural advantages at Burnside were long since foreseen by one man in particular, and his belief in the place, in its natural resources and in its future growth has been such that he has devoted his best thought and his capital to its development. The man referred to is Captain C. W. Cole. Through his efforts hotels have been established, a

must exist somewhere in the bowels of the earth. They found it floating on the springs they knelt to drink from, and now and then a little stream, the outlet of an underground fountain, would be tainted with the unwelcome odor. That it might grow to many uses and high commercial value, that vast fortunes might be founded on its flow, they never dreamed. How could they? But it is even so. A number of wells have been bored, and the oil that they contain is of the highest quality. A pipe line at Somerset, established by the Standard Oil Company, runs through Pulaski and Wayne Counties, Kentucky, into Fentress County, Tennessee. This line connects all wells so far found, and the market being close at hand the profit is something well worth having.

One of the centers of this oil industry is Burnside, Kentucky. Here, where the



RESIDENCE OF COL. C. B. WING.

Corner Lincoln and Melrose Avenues, Walnut Hills, Cincinnati, O.



P. J. GOODHART & CO., BANKERS AND BROKERS,
Members of the New York Stock Exchange. Private Wires.
Cincinnati, 42 East Third Street.
New York, 38 Wall Street.

Captain Cole is the executive head, was organized in the early 80s to provide river transportation that the Nashville boats could not be relied upon to give. Beginning with a line of push or keel boats to Burkesville these were soon superseded by a boat with a wheel operated by horses. In the second year, so rapidly had the business grown, the company built the first steamer, soon added a



T. JEFF SMITH,
Proprietor and Publisher of
The Merchant and Manufacturer,
Cincinnati, O.

second one, and the business has continued to grow in a degree never anticipated by its promoters. The Burnside & Cumberland River R. R. Company was organized as a result of this growth, and its sidings and tracks constitute a

college built, steamboat lines inaugurated on the river, railroad terminals constructed, and manufacturing interests brought to Burnside, where coal and timber and the cheap freights of a natural waterway add themselves to the advantages of easy rail communication with the cities of the North. The Burnside & Burkesville Transportation Company, of which



THE POST-GLOVER ELECTRIC CO.
314-316 West Fourth St., 311-313 Perry St.,
Cincinnati, O.

Manufacturers and Dealers in all kinds of Railway and Electrical Supplies. Makers of Fixtures in both Combination, Gas and Straight Electric Styles. Telephones and Construction Material.



S. HANNAFORD & SONS, ARCHITECTS

BERKSHIRE FLATS. CINCINNATI.

still, in 1835, the property of the Cherokees, whose title was extinguished in that year. Settlement by the whites rapidly followed. A post office was established in 1837 under the name of Ross' Landing, and here is where Chattanooga now stands, a beautiful city, growing wealthier with each year. It is a great manufacturing center and distributing point and is already known as "the Pittsburg of the South." It possesses advantages of which Pittsburg can not boast, in its healthy climate and in the closeness of the materials which it manufactures and in their exhaustless supply.

belt railway connecting the Cincinnati Southern, the river landing and the many factories, stores, mills and commission houses. The future growth of this development of transportation facilities is to be rapid. The progressive spirit of the management has always kept in front of the requirements of the case and the oil interests are bringing capital into this region in large amounts, with which to build railway lines, open up tank and pipe lines, and, it is hoped, to develop at the same time the unsurpassing beauties of the Cumberland as a pleasure resort.

Much of the prosperity that has come to the Burnside Company's interest is due to the unremitting efforts and faithful services of A. B. Massey, General Passenger Agent, who has for years given Captain Cole his enthusiastic assistance.

A little further south we come to one of the last Indian holdings in this part of the country. This was in what is now Hamilton County, about half of which was



JOS. JOSEPH & BROS.

Nos. 1242-1248 Harrison Avenue, Cincinnati, O.

Dealers in Scrap Iron and Railway Equipment.

The Cincinnati Southern Railway

Many people have the idea that "The South" is a land of heat and drouth. But this is a greatly mistaken idea. Take Alabama, for instance; its average temperature the year 'round is 60 degrees. Very seldom, indeed, does the thermometer rise above 95 degrees; very rarely falls below 18 degrees. Zero weather is unknown, and sunstrokes, common enough in Ohio, in Illinois, in New York, equally so. Here, too, is room for a greatly-increased agricultural population. Here are cheap lands for sale, here are minerals in abundance, timber to



JOHN L. SHUFF,
Special Agent Union Central Life Insurance Co.
Office, 222 W. Fourth Street,
Cincinnati, O.

telling sentence: "*Land and a Living* are the best and the cheapest in the *Great New South*." And it is true. Since then thousands of families have gone over the route and selected new homes in Kentucky, Tennessee, Georgia, Alabama, Mississippi, Louisiana and Florida. They are engaged in mining, stock raising, cane growing, cotton culture and fruit raising, and of all who have thus founded homes in the "New South," small, indeed, is the percentage of those who have grown discouraged or homesick, and have gone back to the old township and the old way they had of doing things.



"CHICKERING AND ANGELUS HALL."

Chickering's are today the Largest Grand Builders in the World.

THE W. G. WOODMANSEE PIANO CO., Wholesalers and Retailers. Art Pianos to order.

N. B.—The buying power of your dollars will be materially increased at this store.

105-107 West Fourth Street, Cincinnati, Ohio.

be cleared and sold, fruit lands to be set out, and new homes to be made where there is room to "spread out."

The Queen & Crescent Route adopted as a sort of slogan, a few years ago, this



EDWARD N. ROTH.

President St. Nicholas Hotel Co., Proprietors
The St. Nicholas,
Fourth and Race Streets, Cincinnati.

Louisiana is a State that grows everything one raises in the North and three great staples besides. Thousands of small farms have been bought in the last ten years by



INTERIOR VIEW FIRST FLOOR THE GEO. F. OTTE CO.
Carpets, Rugs and Curtains.
Cincinnati, O.



JUDGE S. W. SMITH, JR.
Court of Common Pleas,
Cincinnati, O.

people unwilling or unable to endure the sudden and severe changes of our Northern States. These small farms are mostly devoted to trucking, and the growing goes right

on the year 'round. Peas, lettuce, cucumbers, radishes and string beans grow unprotected all the year, and transportation facilities are such that they reach a good market. The three staples referred to above are, of course, cotton, rice and sugar cane. Rice and sugar cane take capital; cotton is an easier crop to raise, not requiring expensive machinery to handle, nor does the land which will grow it cost much in the start.

Oranges make good crops in Louisiana, too, though it used to be thought that they could not profitably be grown.



A CORNER IN THE OFFICE OF THE AMERICAN ISRAELITE.
Leo Wise & Co., Publishers.
N. W. Corner Fifth and Race Streets, Cincinnati, O.

The American Israelite, of Cincinnati, established by the late Rabbi Isaac M. Wise, July 4, 1854, is the leading Jewish Newspaper in the United States and the National Journal of the Jews.

The Cincinnati Southern Railway

The Northern farmer who finds himself not quite so well up to work as he used to be would do wisely to investigate his chances for a renewed lease of life in a milder climate. Let him remember one thing—that in truck farming all the family can bear a hand and help, and that in these Southern States there is always something coming along to eat and to sell. He doesn't have to wait for "spring" to open up. No wonder the Queen & Crescent Route speaks up proudly of *the great New South*. Its development does not stop



M. B. FARRIN.
Lumber.

Winton Place Cincinnati, O.

Of The M. B. Farrin Co. and Farrin & Korn
Lumber Co., First President Cincinnati
Lumbermen's Association.



THE M. B. FARRIN LUMBER COMPANY'S YARDS,

Winton Place, Cincinnati, O.

On the line of B. & O. Southwestern and C., H. & D. Roads. Specialty: Poplar and Hardwoods for Manufacturing Purposes.

short of the marvelous. In thirty years—only thirty years—its numberless sources of wealth have been opened up to the world. Its riches are underestimated even to this day. Consider a moment: whole mountains of iron and coal and lead. Millions of acres lying untouched by the plow; timber, the like of which is not known elsewhere in the world; building stone, marble, gypsum, clays of the finest sort; added to these, the cheap transportation afforded by the many rivers and the *Queen & Crescent Route* with its connections. No wonder, we repeat, that the road speaks proudly of the territory it drains; no wonder that that territory speaks proudly of *Our Road*. Its building and successful operation have gone far toward healing the breach that once existed between the North and South.

The people of the two sections brought near together, engaged in business with each other, have learned the good that each possesses, so that a time can never come when a sectional disagreement will occur such as once rent the country asunder.

CHAPTER XVII.

TO FLORIDA.



J. A. DODSON,
General Superintendent Western District
Southern Railway Company,
Chattanooga, Tenn.

NOT so many years ago it was almost as difficult to get to Florida from one of our Northern cities as to go to Europe. Now the trip is very pleasantly and quickly made in vestibuled trains running without change from Chicago and other large cities. It is great comfort when one takes one's numerous traps aboard a train to know that no exodus need follow until the journey is comfortably finished. Thus it is in leaving Chicago, for instance, for Jacksonville or St. Augustine. The train from the city by the lake is simply attached to the Queen & Crescent Special, and with a new crew speeds across the river, through the Blue Grass, past the rocky faces of the Tennessee Mountains, into and out of the iron cities of Alabama,

across a corner of Georgia and so into Florida. Then, where the traveler goes depends upon what he wants. A health seeker will go to the coast or near it, and sitting in the soft sunshine day by day will gain strength until he scarce realizes what he was when he left bleak skies and chilling winds behind.

Florida is Italy minus the pictures, the beggars, the mountains and the poor food and plus the ease of getting about and the privilege of doing exactly as one pleases. The blue sky, the soft breezes and the delicious warmth of the sun are very similar.

The man who loves sport will drift away from the big



MUSIC HALL. CINCINNATI.

S. HANNAFORD & SONS, ARCHITECTS



B. HANNAFORD & SONS, ARCHITECTS
CITY HALL, CINCINNATI.

fish, kingfish, sheepshead, trout, sea bass and a dozen more varieties may be his for the taking, and he will have all he can do to land a good sized tarpon—not that he is any particular good after he is landed, only the glory of overcoming is the fisherman's guerdon.

Another class still will prefer the pleasures of society. There are no hotels anywhere superior to those at the fashionable resorts in Florida. Every convenience in the world is found in them, and the grounds are laid out by the best landscape gardeners to be had. Golf and tennis are provided for, and the hotel hops are all that could be asked. Here come the millionaires of the United States; here come wealthy and titled foreigners visiting

hotels toward the hummock land. There are deer and bear to be had occasionally and plenty of smaller game. One needs a guide to get the best out of one's gun and they are to be had—old grizzled fellows, who have spent pretty much all their lives "traipsing 'round the swamp," as they phrase it, who will take a hunter to their cabins and teach him as much of their woodcraft as they think good for him. They will show him how to "call" a wild turkey, so that he may have a stately gobbler to send home, proof of his prowess in the field.

If the traveler's taste runs to fishing, he will want to keep to some of the salt water "rivers"—mere arms of the sea, inlets—and all the sport he craves may be his. Tarpon, jew-



B. HANNAFORD & SONS, ARCHITECTS
OHIO NATIONAL GUARD ARMORY,
Cincinnati.



THE CINCINNATI POST.

The Breakers has lately been enlarged and improved. The new ballroom and a dining hall have added greatly to the accommodations of this delight-



MILTON A. McRAE,
President and General Manager the Scripps-McRae League and Publisher of the Cincinnati Post.

this country, and during the season there is as much gaiety as Newport and Long Branch ever witnessed in their best days.

Mentioning a few of these resorts at random, let us begin with the Royal Poinciana at Palm Beach. The grounds are a dream of beauty and the interior decorations not surpassed by some royal palaces. The golf links are particularly fine, while for those who are not able to play the great game there are acres of lawn rick shaws, bicycle chairs and comfortable seats on the great verandas for the quiet siesta that does so much to restore health.



PRESSROOM — THE CINCINNATI POST.

ful hostelry. At Miami one may enjoy the comforts of the fine hotel or may go by water to Nassau, a fleet of finely-appointed steamers plying daily between this point and Nassau, Key West and Havana.

It grows more and more the thing to go to Cuba, and will do so for the future. All visitors

The Cincinnati Southern Railway

who take the trip return delighted, and a common expression is, "Oh, we shall certainly go again next year." At Nassau one finds the Hotel Colonial on the



ROOKWOOD POTTERY, CINCINNATI.

bay front. Here, too, is the Victoria, and here is another fine golf course. In St. Augustine are the Cordova, the Alcazar and the Ponce de Leon, beautifully-appointed hotels. The diningroom of the Ponce de Leon is probably the most elaborately-decorated eating place of any hotel in the world. At all these and a score more one may find what he seeks whether it be quiet



PHILIP DEITSCH,
Superintendent of Police,
Cincinnati.

and rest, a round of gaiety, opportunity to study types of human nature or a chance to range the woods and fields as a hunter or naturalist. In any case the trip will be a delight and the memory of it a treasure.



SALESROOM AND OFFICE OF GEORGE H. DEAN & KITE BROS.
N. W. Cor. Walnut and Pearl Streets, Cincinnati,
Importers and Jobbers of Crockery, China and Glassware.

CHAPTER XVIII.

LEGISLATION: THE THREE ACTS OF THE OHIO LEGISLATURE AUTHORIZING THE BUILDING OF THE ROAD AND THE THREE BOND ISSUES OF \$10,000,000, \$6,000,000 AND 2,000,000.

AN ACT RELATING TO CITIES OF THE FIRST CLASS HAVING A POPULATION EXCEEDING ONE HUNDRED AND FIFTY THOUSAND INHABITANTS.* (Passed and took effect May 4, 1869: 66 v. 80.)

(8307) SEC. 1. Be it enacted by the General Assembly of the State of Ohio, That whenever, in any city of the first class having a population exceeding one hundred and fifty thousand inhabitants, the city council thereof shall, by a resolution passed by a majority of the members elected thereto, declare it to be essential to the interests of such city that a line of railway, to be named in said resolution, should be provided between



W. W. KENT.

General Manager and General Freight and Passenger Agent Chattanooga Southern Railway.
Chattanooga, Tenn.



THE H. J. REEDY COMPANY.

Eighth, Lock and Reedy Streets, Cincinnati, O.

All type of Passenger and Freight Elevators. All quotations made from Cincinnati Office.
Established 1858.

termini designated therein, one of which shall be such city, it shall be lawful for a board of trustees, appointed as herein provided, and they are hereby authorized to borrow as a fund for that purpose, not to exceed the sum of ten millions of dollars, and to issue bonds therefor in the name of said city, under the corporate seal thereof, bearing interest

* The constitutionality of this act was sustained by the Superior Court of Cincinnati in *Walker vs. The City of Cincinnati*, 1 C. Sup. Ct. R., 121, and by the Supreme Court of Ohio in same case, 21 O. S., 14. The election held in pursuance to the provisions of the act resulted: "For providing said line of railway," 15,435. "Against providing said line of railway," 1,500.

at a rate not to exceed seven and three-tenths per centum per annum, payable at such times and places, and in such sums as shall be deemed best by said board. Said bonds shall be signed by the president of said board, and attested by the city auditor, who shall keep a register of the same, and shall be secured by a mortgage on the line of railway and its net income, and by the



THE DUHME JEWELRY CO., CINCINNATI.

Wholesale and Retail Jewelers. Dealers in and Importers of Watches and Diamonds. The magnificent retail store shown herein is situated on Fourth St., between Vine and Race



WINDOW OF THE DUHME JEWELRY CO., CINCINNATI.

pledge of the faith of the city, and a tax, which it shall be the duty of the council thereof annually to levy, sufficient, with said net income, to pay the interest and provide a sinking fund for the final



WINDOW OF THE DUHME JEWELRY CO., CINCINNATI.

redemption of said bonds; provided, that no money shall be borrowed on bonds issued until after the question of providing the line of railway specified in the resolution shall be submitted to a vote of the qualified electors of said city, at a specified election to be ordered by the city



HOWARD AYERS, LL. D.
President University of Cincinnati.

council thereof, of which not less than twenty days' notice shall be given in the daily papers of the city; and further provided, that a majority of said electors, voting at such election, shall decide in favor of said line of railway. The returns of said election shall be

made to the city clerk, and be by him laid before the city council, who shall declare the result by a resolution. The bonds issued under the authority of this section shall not be sold or disposed of for less than their par value.



The Eureka Fire & Marine Insurance Co., of Cincinnati, O. Incorporated 1864. Capital, \$100,000.00; Surplus, \$170,500.00. F. A. Rothler, President; Adam Bemis, Secretary.

The Security Insurance Co., of Cincinnati, O. Incorporated 1881. Capital, \$150,000.00; Surplus, \$116,000.00. F. A. Rothler, President; Adam Bemis, Secretary.

Office, 121 East Third Street, Cincinnati, O.



PLANT OF THE JOHN N. POAGE MANUFACTURING CO.
Cincinnati, Ohio.

Manufacturers of Poage's Water Columns, Tank Valves, Gate Valves, Float Valves, Williams' Grain Door, Little Giant Switch Stand, etc.

(8308) SEC. 2. If a majority of the votes cast at said election shall be in favor of providing the line of railway as specified in the first section, it shall be the duty of the solicitor forthwith to file a petition in the superior court

The Cincinnati Southern Railway

of said city, or, if there be no superior court, then in the court of common pleas of the



H. C. HOLABIRD,
General Agent Passenger Department
Erie Railroad,
Cincinnati, Ohio.



CARBON STEEL COMPANY,
Works, Pittsburg, Pa. Eastern Office, Havemeyer Building, New York. Southwestern Office,
714 and 716 North Second Street, St. Louis.
Manufacturers of Acid Open-Hearth Steel exclusively: Commercial Flange, Shell and Tank Plates; Universal
and Sheared Plates for Bridge and Structural Purposes; Marine, Ship, Protective Deck and Nickel
Steel Plates; Nickel Steel Forgings for Crank Pins, Piston Rods, Side Rods, Driving and Tender Truck
Axles, Marine Shafts, etc.; also Carbon Special Steel Axles, Pins, Rods, etc. Specialties: Railroad
Boiler and Firebox Plates.

county in which said city is situate, praying that the judges thereof will appoint five trustees, to be called the trustees of — — railway (the blank to be filled with the name given to the railway in the resolution); and it shall be the duty of said judges to make the appointment, and to enter the same on the minutes of the court. They shall enter into bond to the city in such sum as the court may direct

with one or more sufficient sureties, to be appointed (approved) by the court, conditioned for the faithful discharge of their duties.



THE JOHN VAN RANGE CO.
Office, 419 Elm Street; Factory, 410-416 Home Street, Cincinnati.
Manufacturers of Wrought-Steel Portable Ranges, Van's Patent Coffee Urns and General
Kitchen Outfitters. L. E. Ziegler, President and Manager; F. K. Lewis, Vice-
President; W. R. Bahn, Secretary; Edward C. Huser, Treasurer; John Gibson,
Superintendent. Cable Address: Western Union Code, "Van Range."



W. A. WEAVER,
General Manager Belt Railway of
Chattanooga, Tenn.



THE DELICATESSEN DEPARTMENT OF THE J. C. ROTH PACKING CO.
Cincinnati, O.

shall expend said fund in procuring the right to construct, and in constructing a single or double track railway, with all the usual appendages, including a line of telegraph between the termini specified in the said resolution; and for the purposes aforesaid shall have power and capacity to make contracts, ap-

point, employ and pay officers and agents, and to acquire, hold and possess all the necessary real and personal property and franchises, either in this state or in any other state into which said line of railway may extend. They shall also have power to receive donations of land, money, bonds and other personal property, and to dispose of the same in aid of said fund.



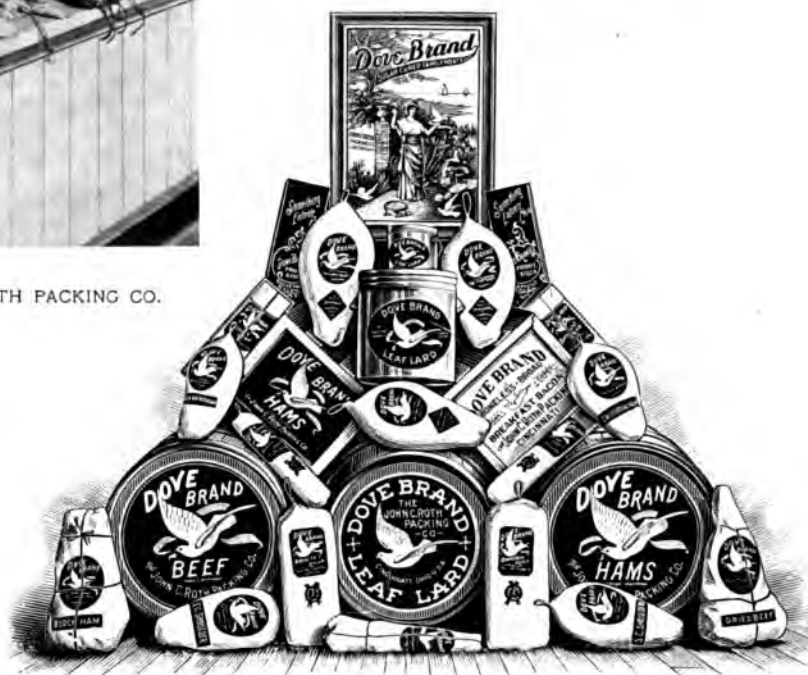
SOUTHERN CONTRACTING COMPANY INCORPORATED

Principal Office, Ludlow, Ky., opposite Cincinnati, O. Branch Office, Atlanta, Ga.

General Railway Contractors, operating Ten Steam Shovels, with a full complement of Standard Gauge Flat Cars, Lidgerwood Rapid Unloaders, Plows, Spreaders, etc. B. H. Heyward, President, Atlanta, Ga.; R. H. Flemming, Secretary and Treasurer, Ludlow, Ky.; L. Jenkins, Vice-President, Ludlow, Ky.

The bond so taken shall be deposited with the treasurer of the corporation for safe keeping.

(8309) SEC. 3. The said trustees and their successors shall be the trustees of the said fund, and shall have the control and disbursement of the same. They



VIEW OF THE DOVE BRAND MEATS AND PACKAGES
OF THE J. C. ROTH PACKING CO.

Cincinnati, O.

(8310) SEC. 4. The said trustees shall form a board, and shall choose one of their number president, who shall also be the acting trustee, with

such power as the board may by resolution from time to time confer upon him. A majority of said trustees shall constitute a quorum, and shall hold regular meetings for the transaction of business, at their office



HOTEL ALMS.

S. HANNAFORD & SONS, ARCHITECTS
McMillan and Alms Place, Walnut Hills, Cincinnati.



FREDERICK H. ALMS.

Was one of Cincinnati's most enterprising and philanthropic citizens. Born and reared in Cincinnati. By his own efforts he rose to the highest pinnacle of success as a merchant prince. Was one of the founders of the mammoth dry goods house of the Alms & Doepke Co. Founded and built the Hotel Alms, a delightful, quiet suburban home for families. Foremost in all public enterprises for the good of his native city. Generous to a fault. An enthusiastic promoter of the arts, music and literature. Died in his fifty-ninth year July 25, 1898.

in the city under whose action they are appointed, but they may adjourn from time to time to meet at any time and place they may think proper.

They shall keep a record of their proceedings, and they shall cause to be kept a full and accurate account of their receipts and disbursements, and make a report of the same to the city auditor annually, and whenever requested by a resolution of the city council. No money shall be drawn from said fund but upon the order of said board, *except their own compensation, which shall be paid out of the same upon the allowance of the court appointing them, and shall be pro-*



THE B. F. GOODRICH COMPANY, AKRON RUBBER WORKS.

Akron, Ohio.

The place where Goodrich Rubber Goods are made. Mechanical Rubber Goods; Druggists', Surgeons' and Stationers' Rubber Sundries; Bicycle and Automobile Tires. New York, 66-68 Reade St.; Chicago, 141 Lake St.; San Francisco, 308 Mission St.; Detroit, 305 Woodward Ave.; Buffalo, 9 West Huron St.; Boston, 67 Chauncy St.; Philadelphia, 922 Arch St.; Denver, 1615 Tremont St.

portioned according to their respective services. [Part in italics repealed April 18, 1878: 75 v. 115. See page 188 herein, but re-enacted April 17, 1883: 80 v. 168.]

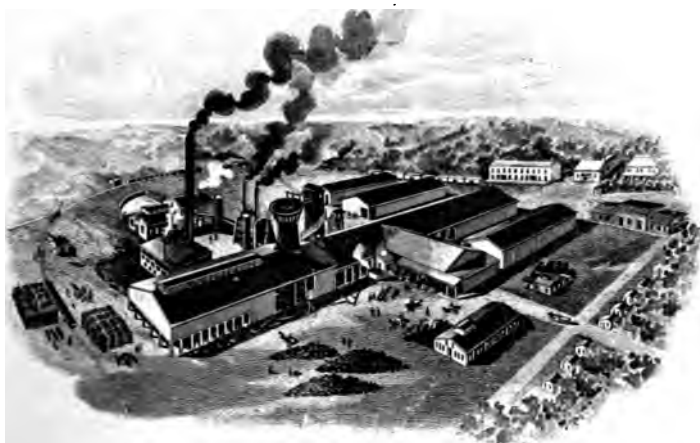


THE BASS FOUNDRY & MACHINE COMPANY.

Main Office and Works. Fort Wayne. Ind. New York Office. 39-41 Cortlandt Street.

Manufacturers of Car Wheels and Axles for Freight, Passenger, Electric and Cable Cars; Railroad Castings and Iron and Steel Forgings, Improved Corliss Engines, Tubular and Locomotive Boilers. J. H. Bass, President; C. T. Strawbridge, Secretary; F. S. Lightfoot, Treasurer; R. J. Fisher, Assistant Treasurer.

(8311) SEC. 5. Said trustees shall have power to take such security from any officer, agent or contractor, chosen, appointed or employed by them, as they shall deem advisable. They shall not become surety for any such officer, agent or contractor, or be interested directly or



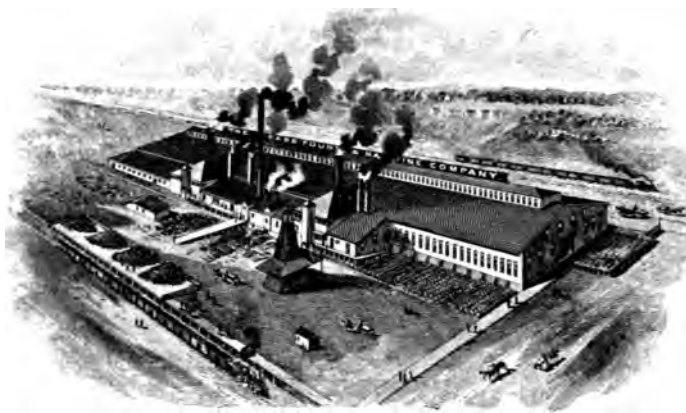
THE BASS FOUNDRY & MACHINE COMPANY.

Rock Run, Ala., Branch

Manufacturers of Choice Charcoal Car Wheel Pig Iron. Furnaces at Rock Run, Ala. J. H. Bass, President; C. T. Strawbridge, Secretary; F. S. Lightfoot, Treasurer; J. M. Garvin, Manager.

indirectly in any contract concerning said railway. They shall be responsible only for their own acts.

(8312) SEC. 6. Whenever the city solicitor of any city under whose action a board of trustees has been appointed as



THE BASS FOUNDRY & MACHINE COMPANY.

Lenoir City, Tenn., Branch

Manufacturers of Chilled Wheels of superior quality for Locomotive, Passenger, Freight and Mining Cars; Car and Locomotive Castings and General Foundry Work. Office and Works, Lenoir City, Tenn. J. H. Bass, President; C. T. Strawbridge, Secretary; F. S. Lightfoot, Treasurer; C. H. Watson, Manager.



THE FOULDS MILLING CO.
1225-1237 Budd Street, Cincinnati, O.
Manufacturers of High-Grade Flours, Foulds Wheat Germ Meal,
Macaroni, Vermicelli, etc. Established 1879. Capacity, 600
barrels of flour daily.

the said city solicitor shall fail to make application in either of the foregoing cases, after request of any holder of the bonds issued by said trustees or by a tax-payer of the corporation, such bond-holder or tax-payer may file a petition in his



THE CINCINNATI BREWING COMPANY'S PLANT.
Hamilton, O.
Brewers of fine Beers. Solicit your patronage.

herein provided, shall have reason to believe that any one of said trustees has failed in the faithful performance of his trust, it shall be his duty to apply to the court that appointed said trustee, by petition, praying that such trustee be removed, and another appointed in his place; and when a vacancy shall occur in said board from any other cause, it shall be filled in like manner. If



THE NEW ROSSMORE HOTEL. THE CHATTANOOGA NATIONAL BANK.
Chattanooga, Tennessee.

The New Rossmore, Ninth and Market Streets. \$2.00 per day. Electric cars to all points of interest pass the hotel. J. A. Hanna & Co., Proprietors
The Chattanooga National Bank. Chartered 1887. Capital, \$200,000. United States and State Depositories. Charles A. Lyerly, Pres't; J. T. Lupton, Vice-Pres't; U. P. Hoskins, Cashier.

own name on behalf of the holders of such bonds for like relief, in any court having jurisdiction, and if the court hearing the action shall adjudge in favor of the plaintiff, he shall be allowed, as part of his costs, a reasonable compensation to his attorney.

(8313) SEC. 7. Whenever in the construction of a line of railway as



THE HARRIMAN RECORD, HARRIMAN, TENNESSEE.

Established 1891. Republican. Published by W. M. Featherly. The Record is a prosperous weekly paper, with one of the best, if not the best, plants in a weekly newspaper office in the South. Job Printing is executed equal to the very best.

herein provided, it shall be necessary to appropriate land for the foundation of the abutments or piers of any bridge across any stream within or bordering upon this state, or for any other purpose, or to appropriate any rights or franchises, proceedings shall be commenced and conducted in accordance with the act entitled "an act to provide for compensation to the owners of private property appropriated to the use of corporations," passed April 3, 1852, and the acts supplementary thereto, except that the oath and verdict of the jury and the judgment of the court

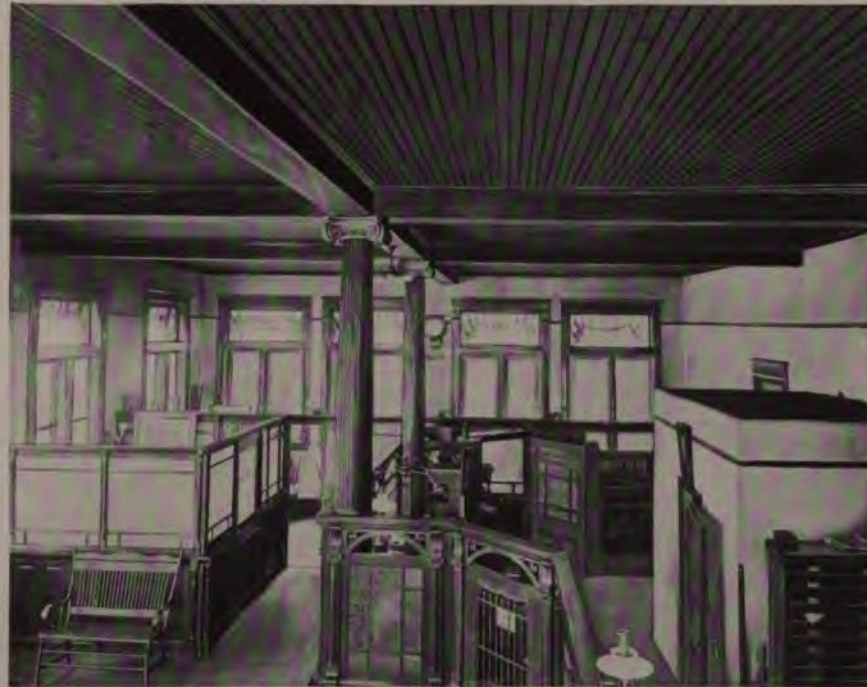
shall be so varied as to suit the case.

(8314) SEC. 8. Whenever there shall be between the termini designated in any resolution passed under this act, a railroad already partially constructed, or



THE LATE GEORGE REIF, SR.

President of The Chattanooga Brewing Co. that reorganized and rebuilt the most modern and successful brewing plant in the South. Their Beers are pure liquid food.



OFFICE INTERIOR OF ROSS-MEEHAN FOUNDRY CO.

Chattanooga, Tennessee.

Grey and Malleable Iron Founders, M. C. B. Couplers, Castings.

rights of way acquired therefor, which can be adopted as part of the line provided for in said resolution, the

The Cincinnati Southern Railway



THE NATIONAL LAFAYETTE BANK. CINCINNATI, O.

Established 1834.

If you are contemplating a change in your account, or expect to open a new one, WE WANT TO SEE YOU. Our customers receive every courtesy and accommodation within the range of prudent banking.

portions of the line for which they are trustees are completed, to rent or lease the right to use and operate such portions upon such terms as they may deem best; but such rights shall cease and determine on the final completion of the whole line, when the right to use and operate the same shall be leased by them to such person or company,

trustees of said line may purchase the said railroad and right of way, and pay for the same out of the trust fund.

SEC 9. *The said trustees shall have power, as fast as*



A. J. LYTLE.

Chief Clerk General Passenger Department Cincinnati, New Orleans & Texas Pacific Railway and Alabama Great Southern Railroad Companies.

Cincinnati, Ohio.



THE UNION SWITCH & SIGNAL COMPANY.

General Office and Works Swissvale, Pa. New York Office, 1322 Havemeyer Building.
Chicago Office, 1535 Monadnock Block. Boston Office, Wentworth Building.

Designers and Manufacturers of Interlocking and Block Signal Appliances, Frogs, Slips, Switches, Switch Stands, etc. Sole Manufacturers of the Westinghouse Patent Electro-Pneumatic Interlocking and Automatic Block Signal System. Electric Automatic Track Circuit Block Signals, with the Overlap System for Single or Double Tracks; Electric Locking, Union Block System, Staff System, Electric Crossing Alarm Bells, Saxby & Farmer Improved Interlocking, Special Appliances for the protection of Draw Bridges, etc. Plans and estimates furnished on application.

as will conform to the terms and conditions which shall be fixed and provided by the council of the city by which the line of railroad is owned. [Repealed April 18, 1878: 75 v. 115. See page 188 herein.]



THE CHATTANOOGA NEWS,
Chattanooga, Tenn.
One of the best Newspapers in the South.



THE LEXINGTON BUSINESS COLLEGE,
Lexington, Ky.

All commercial branches taught. Bookkeeping, Shorthand, Telegraphy, Specialties. Get our catalogue before going elsewhere.



THE FRANKFORT CHAIR COMPANY'S FACTORY,
Frankfort, Kentucky.
Established 1896. Employ 800 Hands.

(8315) SEC. 10. The city council of any city passing a resolution as provided in the first section, may appropriate and pay to the said trustees, out of the general fund of said city, such sum as may be necessary for defraying the expenses of the election, and said sum shall be repaid out of said trust fund when raised.

SEC. 11. This act shall take effect on its passage.

AN ACT SUPPLEMENTARY TO THE ACT RELATING TO CITIES OF THE FIRST CLASS HAVING A POPULATION EXCEEDING ONE HUNDRED AND FIFTY THOUSAND INHABITANTS, PASSED MAY 4, 1869.* (Passed and took effect February 24, 1876: 73 v. 13.)

(8321) SEC. 1. Be it enacted by the General Assembly of the State of Ohio, That it shall be lawful for the board of trustees appointed under the act to which

this is supplementary, and they are hereby authorized to borrow as a fund for the completion of the line of railway for which they are trustees, a sum in addition to the amount authorized by said original act, not to exceed six million dollars, and to issue bonds therefor in the name and under the corporate seal of the city owning the line of railway. Said bonds shall be signed and attested in the same manner as the bonds authorized by the act to which this is supplementary, and shall be secured by the pledge of the faith of the city, and a tax which shall be annually levied by the council of said city on the real and personal property therein returned on the grand levy sufficient to pay the interest thereon and provide a sinking fund



THE TRACTION BUILDING,
Cincinnati, Ohio.

Now in course of construction by the Cincinnati Traction Company.

*The vote on the issuance of bonds under this act stood: "For the issue of bonds, Yes," 21,704. "For the issue of bonds, No," 9,013.

See note to act of May 15, 1878, p. 195.

for their final redemption; and they may be made payable both as to principal and interest in gold or lawful money at such times and places, and in such sums as shall be deemed best by said board; provided, that no money shall be borrowed on bonds issued until after the question of borrowing said money and issuing said bonds shall be submitted to a vote of the qualified electors of said city, at a special election to be ordered by the mayor thereof, of which ten days' notice shall be given in the daily papers of the city;



INTERIOR GERMAN NATIONAL BANK, CINCINNATI, O.

Liabilities: Capital, \$500,000; Surplus, \$500,000; Undivided Profits, \$50,000; Deposits, \$4,000,000.
 Assets: Loans and Discount, \$2,500,000; Bonds, Stocks and Cash, \$2,550,000.
 Organized as National Bank April 29, 1881. Extension of Charter granted April 29, 1901. Dividends paid during first 20 years over \$1,000,000, besides creating a surplus fund of \$500,000. Pays 8 per cent. annual dividends. Stock quoted at about \$300 per share. Officers: President, George H. Bohrer; Vice-President, A. B. Voorheis; Cashier, E. Herzog; Assistant Cashier, William C. Wachs.

and the mayor shall issue said notice within ten days after the passage of this act, fixing



DAYTON COAL AND IRON COMPANY, LTD., CINCINNATI, O.

Manufacturers of Foundry Pig Iron. Enquiries from consumers solicited. Works at Dayton, Tenn.
 Sales Office, 213 Johnston Building, Cincinnati, O.

in said notice the day of said election; and further provided, that a majority of said electors, voting at said election, shall decide in favor of borrowing said money. The returns of said election shall be made to the city clerk, and be by him laid before the city



THE AMERICAN PROCESS ENGRAVING CO.

Makers of Photographs and Engravings.

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MAX BURGHEIM,
President and Manager the Cincinnati Freie
Presse Co., and Managing Editor Daily
Freie Presse and Daily Abend Presse.



THE DAILY AND SUNDAY FREIE PRESSE AND THE DAILY ABEND PRESSE are recognized as the best and most influential German papers in the West. They have a much larger circulation and bring more and better results to advertisers than any other German paper in Cincinnati. Our advertising rates are reasonable. A trial will convince.

council, who shall declare the result by resolution; and provided, that none of the bonds authorized by this act shall be sold for less than par in lawful money or bear a greater rate of interest than seven and three-tenths per centum per annum.

SEC. 2. Said trustees shall have power to lease the whole line of railway for which they are trustees, after its completion, upon the conditions and in the mode provided for by the fourth section of the act of April 18th, 1873, entitled "an act supplementary to an act relating to cities of the first class, having a population exceeding one hundred and fifty thousand inhabitants," passed May 4th, 1869.

Before leasing said road the trustees shall advertise for six months in the leading newspapers of the United States for proposals for leasing said road; said advertisement shall correctly state the conditions and restrictions under which said road is to be leased, and the con-



TENNESSEE RIVER NAVIGATION COMPANY.

In the "Suck" of the Tennessee River, as seen from the boats of the Tennessee River Navigation Co., Chattanooga Tennessee. The Packet Line operates four steamers in connection with railroads from Kingston, Tennessee, to Decatur, Alabama. The principal points touched are Bridgeport, Langston and Gunterville, Alabama; and South Pittsburg, Tennessee. S. P. Williams, President; V. Bohe, Vice-President; W. C. Wilkey, General Manager; John R. Parker, General Freight and Passenger Agent.

tract or lease thereof, if entered into, shall be awarded to the most favorable, responsible bidder; provided, that said trustees shall be authorized to continue the work until such election, and carry out in good faith all existing contracts at the expense of said city. [Repealed



WILL H. STOKES,
Photographer for Queen & Crescent Route,
Chattanooga, Tennessee.



EXTERIOR CINCINNATI BRANCH, 134 EAST FOURTH STREET.
Home Offices, Nos. 218-220 Broadway, New York.
Factory, Hartford, Conn.
Southern Offices:
New Orleans, La., 642 Gravier Street.
Atlanta, Ga., 39 N. Broad Street.
Memphis, Tenn., 45 Madison Street.
Louisville, Ky., Main and Fourth Streets.
Cleveland, O., Euclid Ave. and Public Square.
Columbus, O., 74 N. High Street.
Dayton, O., 35 E. Fifth Street.

April 24th, 1877: 74 v. 115]
(8322) SEC. 3. *In actions relating to said trust it shall be necessary to name the individual trustees composing the said board of trustees, and actions shall be commenced against them as trustees of ——— railway (filling the blank with the name given to*

the railway). Service shall be made at the office of the board on the president, secretary or other officer in charge thereof, and actions now pending may be continued as above provided by striking out the names of the trustees. [Repealed and re-enacted in correct form March 25, 1886: 83 v. 38]

SEC. 4. This act shall take effect on its passage.



INTERIOR CINCINNATI BRANCH, 134 EAST FOURTH STREET.
The Underwood Standard Typewriter is the only absolutely visible writing machine.
Output nearly one hundred per day.

The Cincinnati Southern Railway

AN ACT SUPPLEMENTARY TO THE ACTS PASSED FEBRUARY 24, 1876, AND APRIL 24, 1877; SUPPLEMENTARY TO THE ACT RELATING TO CITIES OF THE FIRST CLASS HAVING A POPULATION EXCEEDING ONE HUNDRED AND FIFTY THOUSAND INHABITANTS, PASSED MAY 4, 1869 (O. L., VOL. 66, P. 80), AND TO REPEAL SECTION 9 AND A PORTION OF SECTION 4 OF SAID ACT.*

(Passed and took effect April 18, 1878: 75 v. 115.)

(8324) SEC. 1. Be it enacted by the General Assembly of the State of Ohio, That it shall be lawful for the board of trustees, appointed under the acts to which this is

supplementary, and they are hereby authorized to borrow, as a fund, for the completion of the line of railway for which they are trustees, a sum in addition to the amounts authorized by said acts, not to exceed two millions of dollars, and to issue bonds therefor in the name and under the corporate seal of the city owning the line of railway. Said bonds shall be signed and attested in the same



ALABAMA WHITE SULPHUR SPRINGS, ALABAMA.

Main Building. Thirty miles south of Chattanooga, Tenn., on the Alabama Great Southern Railroad, Queen & Crescent Route. Noted for its seven kinds of healing waters. Every equipment for comfort and pleasure.

manner as the bonds authorized by the acts to which this is supplementary, and shall be secured by the pledge of the faith of the city, and a tax which shall be annually levied by the council of said city, on the real and personal property

*At the election held in pursuance to the provisions of this act, the vote stood: "For the issue of bonds, Yes," 11,179. "For the issue of bonds, No," 11,349. Thereupon the succeeding act of May 15, 1878, was passed.



ALABAMA WHITE SULPHUR SPRINGS, ALABAMA.

Spring House. The location is perfect. The nights are cool enough for blankets. No mosquitoes. Pure and invigorating air. For medicinal qualities, rates and references, address Frank Hodgkins, Manager, White Sulphur Springs, Alabama.

therein returned on the grand levy, sufficient to pay the interest thereon and provide a sinking fund for their final redemption, and they may be made payable, both as to principal and interest, in coin or lawful money, at such times and places and in such sums as shall be deemed best by said board of trustees; provided, that none of the bonds authorized by this act shall be sold for less than par in lawful money, or bear a greater rate of interest than seven per cent. per annum; provided, further, that it shall be unlawful for said



J. J. MOORE, MERCHANT TAILOR,
 Corner of Seventh and Race Streets, Cincinnati, Ohio.
 Is the best and lowest-priced Tailor. He makes Fine Suits for \$25.00, \$30.00, \$35.00 and \$40.00.

trustees to use the whole or any part of said bonds, or the proceeds thereof, upon any part of said railway, which may have been in use for the passage of freight and passenger trains before the passage of this act, or in providing terminal facilities,

yards, workshops, depots or depot grounds therefor, until after provision shall have been fully made by said trustees, for the complete construction of that part of said railway which may remain uncompleted at the date of the passage of this act, so as to admit of the passage of trains of passenger and freight cars from one terminus to the other terminus of said railway, and until the fund shall have been set aside and appropri-



SALE CREEK COAL AND COKE COMPANY,
 Sale Creek, Tennessee.
 Capacity, 400 tons per day. Sol. Simpson, President; William Griffiths, General Manager.



TATE SPRINGS, TENNESSEE.

A Corner of the Main Building. Situated in one of the most lovely valleys of East Tennessee: environed by mountains three thousand feet high; one hundred and sixty-four miles east of Chattanooga; forty-two miles east of Knoxville, on the Knoxville & Bristol Railroad. Open all the year. Send for illustrated booklet of rates and references.

in the vicinity of said terminus, and extending thereto, and over said railroad to said terminus, all net earnings and incomes therefrom shall be paid into the treasury of said city, to the credit of the interest fund.

Provided, that said trustees, with the



TATE SPRINGS, TENNESSEE.

Tate Spring. Spring House. These finest of waters are a specific for nervous, kidney and stomach troubles, and are successfully shipped to Europe, Canada, South America and all the States. At the hotel, heat, dust, mosquitoes, malaria and hay fever are unknown. Doctors R. S. Tidwell and O. R. Tomlinson, Resident Physicians. Correspondence solicited.



TATE SPRINGS, TENNESSEE.

Bird's-eye View of Grounds. Main building seen in the middle ground. This health and pleasure resort has become generally known as the Carlsbad of America. Electric lights, elevators and every modern convenience. Correspondence solicited. Thomas Tomlinson, Owner and Proprietor.

ated for that purpose, so as not to be diverted to any other object whatever; provided, further, that whenever, and as soon as said railway shall have been so far completed as that passenger and freight cars may pass over its line from one terminus to the other terminus thereof, or to any other railroad of similar gauge

approval of the trustees of the sinking fund of the city owning said line of railway, may expend a sum not exceeding fifty thousand dollars (\$50,000), in the purchase of rights of way, and such other terminal facilities as may be deemed necessary by them to meet the

requirements of business and travel on that part of said railway which may, before the passage of this act, have been in use for the passage of freight and passenger trains.

Provided, further, that no bonds shall be issued or sold, until after the question of their issue shall have been submitted to a vote of the qualified electors of said city, after not less than ten days' notice of the time of taking said vote, which time shall be fixed by the mayor of said city, and proclamation thereof shall be made by him of the time of holding such election, which shall be held within twenty days from the passage of this act; and said vote shall be taken at the usual places of holding elections in each ward of said city, and the ballots cast at such election shall have written or printed thereon the words, "For issue of \$2,000,000 bonds—Yes," or, "For issue of \$2,000,000 bonds—No;" and no bonds



THE McDONALD PRESS THE McDONALD PRINTING CO.,
111-117 Longworth Street, Cincinnati, O.
A complete modern establishment for the production of the better grades of
Printing, Engraving and Electrotyping. Established 1869.
This History was arranged, engraved and printed at The McDonald Press.



THE McDONALD PRINTING COMPANY

Are one of the most complete art printing establishments in the country. Make a specialty of producing high-grade, distinctive advertising literature. They have a special department for writing and compiling such work. A record of thirty years has established their reputation for Artistic Designing, High-grade Engraving, Superior Printing and Perfect Electrotyping. 111-117 Longworth Street, Cincinnati, O.

shall be issued unless a majority of all the votes cast shall have written or printed thereon the words, "For issue of \$2,000,000 bonds—Yes." The returns of said election shall be made to the city clerk, and by him laid before the common council, who shall declare the result by resolution.

(§325) SEC. 2. Said trustees shall, in addition to the powers granted in the acts to which this is supplementary, have



THE RUDOLPH WURLITZER CO.

These two large buildings are the Salesrooms of The Rudolph Wurlitzer Co., Manufacturers of Musical Instruments,

117-119-121 East Fourth Street, Cincinnati, Ohio.

power to acquire by lease and hold lands for terminal facilities and rights of way thereto in the city owning the line of railway. The leases for the land so acquired shall be made to and in the name and under the corporate seal of said city. They shall be signed and attested in the same manner as the bonds authorized by the acts to which this act is supplementary, and the rents therein reserved shall be secured by a covenant that the council of said city will annually levy a tax on the real and personal property thereof returned on the grand levy sufficient to pay the same; provided, that the aggregate amounts of said rents shall not exceed six thousand dollars per annum; provided, that no lands or rights of way shall be leased or

acquired by the said trustees, without the approval of the trustees of the sinking fund of said city; provided, further, that all contracts made by the trustees of said railway contrary to any of the provisions of this act shall be void so far as the funds in the hands of the trustees are concerned, but shall be personally binding upon the trustees making the same.

(8326) SEC. 3. *So much of the act passed May 4th, 1869, to which this act is*



PIANO ART WAREROOM OF THE RUDOLPH WURLITZER CO.

Showing a Steinway Art Grand Piano, a magnificent Music Box and an Orchestral Harp.



THE RUDOLPH WURLITZER CO.

117-119-121 East Fourth Street, Cincinnati, Ohio.

View of the Salesroom for small Musical Instruments. The Rudolph Wurlitzer Co. sell annually nearly two hundred thousand musical instruments, distributing them to every country of the world.

supplementary, as refers to the compensation of the trustees, and the mode of fixing the same, is hereby repealed, and it is hereby enacted that the trustees of said railway shall receive no compensation for their services beyond an aggregate sum of five thousand dollars per annum. [Repealed April 17, 1883: 80 v. 168.]

(8327) SEC. 4. That before the execution of any lease or license to use any part or all of any such rail-

way, by any trustees appointed under the said act, in any city of the first class, wherein there may be any board of trustees of the sinking fund in any such city, and before the award



J. H. WATTS,
Harriman, Tennessee.

One of the largest lumber manufacturers along the line of the Queen & Crescent, with mills at a number of important stations.

of any such lease or license to any lessee or licensee, or the delivery of possession under such lease or license to said lessee or licensee, said award and delivery of possession shall be submitted to and receive the approval of the trustees of the sinking fund aforesaid.

(8328) SEC. 5. The trustees of said railway shall not use or occupy any street, alley, or other public way, space or ground, or any part



ALABAMA NATIONAL BANK,
Birmingham, Ala.

Capital, \$200,000. Surplus and Profits, \$25,000. Resources, \$1,500,000.
J. B. Cobb, President; W. A. Porter, Cashier.

The Cincinnati Southern Railway



THE CINCINNATI GAS & ELECTRIC COMPANY,
Cincinnati, Ohio.

Embraces all the former light, heat and power companies of the city, and furnishes gas and electricity to the entire city and adjacent villages of Hyde Park, Norwood, Evanston, Carthage, Hartwell, Elmwood Place, Wyoming, etc. The Company is now making improvements and additions which, when finished, will make its various plants among the most complete and extensive of any in the West.

of said city; provided, that they shall have the right to use the streets and public ground now occupied by said railway.

(8329) SEC. 6. Nothing in this act contained shall require any purchaser or holder for value of any of said bonds authorized by this act, to look to the application of the proceeds thereof to the construction of said lines of said railway according to the requirements of this act.

(8330) SEC. 7. That section 9 of the act entitled "An act relating to cities of the first class having a population exceeding one hundred

thereof belonging to said city, unless they make application, in writing, and receive the consent thereto of the board of public works



BELDING BROS. & CO., SILK MANUFACTURERS.
Cincinnati Office, 312-314 Race Street.

Manufacturers of Sewing-Machine Twists, Embroidery Silks, Satins, Serges and Surahs, High-Class Pure Dye Silk Linings for Clothiers, Furriers and the Clothing Trade. Beldings' Silks were awarded Grand Prize and Gold Medal at the Pan-American Exposition, and can be found with all leading dry goods houses or art dealers in the United States and Canada. Beldings' Salesrooms are in New York, Philadelphia, Boston, Chicago, St. Louis, St. Paul, Cincinnati, Baltimore, New Orleans, San Francisco, Montreal. Mills at Rockville, Conn., Northampton, Mass., Belding, Mich., Petaluma, Cal., Montreal, Canada.

and fifty thousand inhabitants," passed May 4, 1869 (vol. 66, page 80), be and the same is hereby repealed.

(8331) SEC. 8. The trustees of said railway shall have the power, as fast as portions of the line for which they are trustees are completed, with the approval of the trustees of the sinking fund, to rent or lease, temporarily, the right to use and operate such portions upon such terms as they may deem best.

(8332) SEC. 9. Any and all parts of the acts to which this act is supplementary, which are inconsistent with or in conflict with the provisions of this act, are hereby repealed.

SEC. 10. This act shall take effect and be in force from and after its passage.



GEORGE W. MORGAN,
Harriman, Tenn.

Photographer for the Queen & Crescent Route.

AN ACT SUPPLEMENTARY TO AN ACT ENTITLED "AN ACT SUPPLEMENTARY TO THE ACTS PASSED FEBRUARY 24, 1876, AND APRIL 24, 1877, SUPPLEMENTARY TO THE ACT RELATING TO CITIES OF THE FIRST CLASS HAVING A POPULATION EXCEEDING ONE HUNDRED AND FIFTY THOUSAND INHABITANTS, PASSED MAY 4, 1869 (O. L., VOL. 66, P. 80), AND TO REPEAL SECTION 9 AND A PORTION OF SECTION 4 OF SAID ACT," PASSED APRIL 18, 1878.* (Passed and took effect May 15, 1878: 75 v. 559.)

(8333) SEC. 1. Be it enacted by the General Assembly of the State of Ohio, That it shall be lawful for the board of trustees, appointed under the acts to which this is supplementary, and they are hereby authorized to borrow, as a fund for the completion of the line of railway for which they are trustees, a sum, in addition to the amounts authorized by said acts, not to exceed \$2,000,000, and to issue bonds therefor in the name and under the corporate seal of the city owning the line of railway. Said bonds shall be signed and attested in the same manner as the bonds authorized by the acts to which this is supplementary, and shall be secured by the pledge of the faith of the city and a tax which shall be annually levied by the council of said city on the real and personal property therein returned on the grand levy, sufficient to pay the interest

*After a conditional award of a contract to complete the railway had been made in pursuance to this act by the trustees with R. G. Huston & Co., an election was held on the question of issuing the bonds, which resulted as follows: "For the issue of bonds, Yes," 16,224; "For the issue of bonds, No," 10,424. Council so declared, and a contract was entered into with said firm for the completion of the railway for the sum of \$1,678,998.11. Thereupon, Matthew Thoms, a tax-payer, instituted a suit in the Superior Court of Cincinnati to enjoin the carrying out of the contract and the issuance of the said bonds, alleging the unconstitutionality of the original act of May 4, 1869, and all subsequent and supplemental acts to and including the above act. The Superior Court sustained the constitutionality of all the legislation *Thoms v. Greenwood*, 7 Am. L. Rec., 320½, and the judgment of that court was subsequently affirmed by the Supreme Court of Ohio, December 28, 1878 W. L. B., Vol. 3, p. 1057. The case was never reported in the latter court, but see a reference to it in the dissenting opinion of Judge Okey in *State v. Pugh*, 43 O. S., at page 139.



GREENLEE HALL--MAIN BUILDING,
AMERICAN UNIVERSITY OF HARRIMAN, TENNESSEE.

Founded in 1893. Given a liberal charter by the State.

Character—Interdenominational, Coeducational, National. Property: three large buildings, good campus, with \$100,000, besides a well-equipped gymnasium. Science Hall foundations laid at a cost of \$15,000.

Organization—Thirteen departments, full course in each. Three years' Preparatory and four years' College Classes. This composes College Liberal Arts.

Other Schools: School of Law—Judge S. C. Brown, Dean. Two and three years' course, with practice in Moot Courts. Graduates admitted to the bar of Tennessee upon their diplomas.

School of Business—We offer a course in business which is not surpassed in the South, both as to thoroughness and expense. Commercial Course is complete in all departments. Shorthand, Telegraphy and Typewriting a specialty. Two experienced and well-known teachers, Professors Gulon and Curtis, are in charge.

in three or more daily newspapers of general circulation in the state, one of which at least shall be published in the city owning the said line of railway, for proposals for the completion of the construction of said railway to a junction with any other railroad of similar gauge, in the vicinity of the terminus of said railway, and extending thereto, so as to admit of the passage of trains from one terminus to the other terminus of said railway. And the said board of trustees are hereby authorized and empowered to conditionally accept the lowest and best bid or bids, in their judgment, for the performance of said work, from responsible parties, who shall furnish satisfactory security for the fulfillment of the contract or contracts, if it shall be awarded to them, as shall be prescribed by the board of trustees in the advertisement for such proposals; provided, that such bid or bids shall not, in the aggregate, exceed the amount of bonds authorized by this act.

(8335) SEC. 3. When the said board of trustees shall have received and conditionally accepted a bid or bids for the completion of the said railway, as herein provided, they shall notify the mayor of the city owning said line of railway thereof; and the mayor of said city, within

thereon, and provide a sinking fund for their final redemption, and they may be made payable, both as to principal and interest, in coin or lawful money, at such times and places and in such sums as shall be deemed best by said board of trustees; provided, that none of the bonds authorized by this act shall be sold for less than par in lawful money, or bear a greater rate of interest than seven per cent. per annum.

(8334) SEC. 2. Within twenty days after the passage of this act, the said trustees are directed and required to advertise, for not less than forty days, twice each week,



JOHN F. SPENCE, LL. D.
Chancellor American University,
Harriman, Tenn.

ten days after the receipt of such notice, is hereby authorized and required to issue his proclamation, which shall contain a statement of the aggregate amount of the bid or bids for the completion of said work, and shall declare to the qualified electors of said city the time of holding an election, which shall be within twenty days from the date of such proclamation, at which election the question of the issue of said bonds shall be submitted to a vote of the qualified electors of said city, and said vote shall be taken at the usual places



JAMES HALL—YOUNG WOMEN'S DORMITORY,
AMERICAN UNIVERSITY OF HARRIMAN, TENNESSEE.

Normal College—Prof. J. H. Greene A. M., Dean. This School, while independent from the College of Liberal Arts, is affiliated with the Schools of the University

University Extension Work—Post Graduate Courses, leading to advanced degrees, have been established for resident and non-resident students. Examinations by correspondence and in absentia may be arranged with students and Faculty. For particulars address Chancellor J. F. Spence.

Splendid Gymnasium, with 3,000 square feet of floor, modern fixtures and baths.
Cadet Battalion—Well organized and equipped. Is one of the chief attractions of the Institution. The curriculum ranks with that of the standard universities.



MUNYON HALL—BOYS' DORMITORY,
AMERICAN UNIVERSITY OF HARRIMAN, TENNESSEE.

Harriman, the seat of this Institution, is a city with a population of nearly 4,000, twenty manufactories, seven churches, four railroads and no saloons. The Emory River, with its pure mountain water, encircles it on two sides. The city possesses all modern improvements, and its citizens represent the character and culture of thirty States. For centrality and climate the University occupies a strategic point, half way between the Lakes and the Gulf. Its climatic advantages for students having weak constitutions are unsurpassed on the continent. For circulars and catalogues address S. E. Curtis, Secretary Faculty, Harriman, Tennessee.

of holding elections in each ward of said city, and the ballots cast at said election shall have printed or written thereon the words and figures, "For issue of \$2,000,000 bonds—Yes," or "For issue of \$2,000,000 bonds—No;" and no bonds shall be issued or sold by said board of trustees, as herein provided, unless a majority of all the ballots cast at said election shall have written or printed thereon the words and figures, "For issue of \$2,000,000 bonds—Yes." The returns of said election shall be made to the city clerk of said city,

and by him laid before the common council of said city, who shall declare the result by resolution, and if a majority of the electors shall have voted in favor of the issue of said bonds, the said board of trustees shall be authorized and required to formally

The Cincinnati Southern Railway



CHARLES B. HOLDREGE,
General Manager The General Manifold Co.
Franklin, Pa.

and finally accept and confirm the bid or bids, theretofore conditionally accepted as herein provided, and to execute a contract or contracts for the completion of the said line of railway in pursuance of said proposals and bid or bids.

(8336) SEC. 4. The said board of trustees are hereby required to apply the bonds, or the proceeds from the sale of the bonds herein provided, exclusively in payment for the work in the completion of said railway in pursuance of said contract or contracts, until the said contract or contracts are fully performed, and said work completed, excepting the sum of \$50,000 which they were authorized to expend in terminal facilities and in the purchase of rights of way, by the act passed on

April 18, 1878, and which authority is hereby confirmed, under the conditions of the act passed on April 18, 1878.

SEC. 5. This act shall take effect and be in force from and after its passage.



THE GENERAL MANIFOLD COMPANY, OF FRANKLIN, PA.

is introducing something new in the way of labor-saving duplicating paper for railroad and commercial uses. It makes carbon manifold or duplicating papers by a process that produces a dry, clean, waterproof, non-croaking carbonized sheet. It applies this carbon to the back of printing and writing papers for the making up of books, pads and blanks, for railroad and commercial uses, such as Train Orders, Requisition Books, Duplicate Telegraph Blanks, Order Blanks, Store Books and a thousand other various forms. So great has the demand become for this class of paper that the Company has erected a quarter million dollar plant, covering about fifty thousand square feet, equipped with the most modern machinery for the making of this carbon film-coated writing and printing paper and the printing and binding of same. The outlay for this magnificent plant seems to be fully justified, being already taxed by the demand for its manifold products. The Government has recently introduced this duplicating paper into many of the Postoffice Department forms, and over one hundred of the largest representative concerns in the country, including fifty-six railroad companies, have adopted The General Manifold Company's duplicating blanks. Offices have been established in all the principal cities of the United States.

CHAPTER XIX.

CONTRACT OF MODIFICATION AND EXTENSION OF LEASE.

WHEREAS, on the 11th day of October, A. D. 1881, the Trustees of the Cincinnati Southern Railway, under and in pursuance of an act of the General Assembly of the State of Ohio, passed on the 18th day of March, 1881, entitled "An act supplementary to the act relating to cities of the first class having a population exceeding one hundred and fifty thousand inhabitants, passed May 4, 1869," with the approval of the Trustees of the Sinking Fund of the City of Cincinnati, and for and in consideration of the rents, covenants and agreements contained in an indenture made between the said Trustees of the Cincinnati Southern Railway and the Cincinnati, New Orleans and Texas Pacific Railway Company, did thereby grant, demise and lease unto said company for the term of twenty-five years, from the 12th day of October, A. D. 1881, the line of railway known as the Cincinnati Southern Railway, extending from its terminus in Cincinnati, Hamilton County, Ohio, to its terminus in Chattanooga, in the county of Hamilton, in the State of Tennessee, together with all the works, conveniences and appendages of said railway; and

Whereas, by an act of the General Assembly of the State of Ohio, passed April 23, 1898, entitled "An act supplementary to an act relating to cities of the first class having a population exceeding one hundred and fifty thousand inhabitants, passed May 4, 1869," the board of trustees of any railway appointed under the provisions of the act of May 4, 1869, were authorized with the approval of the Trustees of the Sinking Fund of said city to agree with the lessees of any such railway to modify the terms and ex-



(199)

THE FIFTH N/

TI, OHIO.

Capital, \$300,000; Surplus, \$170,000
Glenn, Vice-President; T
Depository of the Units

h. President; James M.
nt Cashier. Designated

The Cincinnati Southern Railway



BURNSIDE LANDING, BURNSIDE, KENTUCKY.

tension or modification shall be submitted to a vote of the qualified electors of said city at a general election held in said city in the manner provided in said act, after the making of the agreement aforesaid.

Now this indenture, made between the said Board of Trustees of the Cincinnati Southern Railway, party of the first part, and the Cincinnati, New Orleans and Texas Pacific Railway Company, party of the second part, with the approval of the said Trustees of the Sinking Fund of said city, WITNESSETH, and it is mutually covenanted and agreed by said parties each for itself, its successors and assigns, as follows:

SECTION 1. That the construction given to the lease aforesaid by the United States Circuit Court of Appeals for the Sixth Circuit, in case No. 672 on the docket of said court, between Samuel M. Felton, receiver of the Cincinnati, New Orleans and Texas Pacific Railway Company, appellant, and the City of Cincinnati

tend the time of grant of any lease thereof, for such length of time and upon such terms and conditions as shall be fixed and provided by said Board of Trustees, and to borrow, as a fund for terminal facilities and permanent betterments for any such railway, a sum not exceeding two million five hundred thousand dollars (\$2,500,000), and to issue bonds therefor; provided, however, that no such modification or extension of such lease shall be made until the question of making such ex-



MILLS AND LUMBER YARDS OF THE KENTUCKY LUMBER CO.
Burnside, Kentucky.

and the Trustees of the Cincinnati Southern Railway, appellees, be and the same is hereby adopted and made part of said lease and of this indenture extending the time of the grant in the aforesaid lease as if said construction and decision of said court were written in said lease and in this indenture of extension; and further, the party of the second part covenants, whenever needed, to reconstruct the structures, works and conveniences, and other like structures, works and conveniences substituted therefor, upon the said line of railway, at its own proper cost and without any deduction from the rent and other charges reserved and provided to be paid by the said party of the second part.

SECTION 2. It is mutually covenanted and agreed, that the residue of the sum of \$300,000 mentioned in clause eleven of the lease of said railway, now in the hands of the Trustees of the Cincinnati Southern Railway, amounts to nineteen hundred and eighty-four and 12-100 dollars (\$1,984.12), and that the same shall be expended for filling and improving for the uses of said railway as provided in the act of April 22, 1885 (82 Ohio L. 143), and in the agreement made in pursuance of said act between the parties hereto dated July 13, 1885.

And it is further agreed, that all claims of said lessee against the said City of Cincinnati or said Board of Trustees in respect of alleged failure prior to the taking effect of

this extension agreement to furnish terminals or other facilities are hereby waived.

SECTION 3. That any additional track, whether additional main track or additional side track, which may be constructed by the said party of the second part, on or along the said line of railway, shall be constructed on the right of way now owned or to be hereafter acquired by the parties of the first part, and become a part of the line of railway; and whenever it shall be found necessary that additional lands or rights of way be acquired for the purpose of constructing additional main or side tracks, that such additional lands or rights of way shall and may be acquired under the terms and conditions of clause ten of said original lease, and the provisions of clause ten of said lease are hereby made applicable to the acquirement of lands and rights of way for such purp



THE CHICAGO VENEER COMPANY.
Mill and Factory, Burnside, Kentucky.

The Cincinnati Southern Railway

And said party of the second part shall keep the line of railway in such thorough repair and working order as shall be necessary for the rapid and smooth movement of passenger trains and the regular transaction of freight business and at the end of the term as hereby extended will redeliver and surrender said railway in the condition, at the time of redelivery and surrender, of a first-class single or double-track railroad, for the whole line of railway or portions thereof as may then be single or double tracked.

SECTION 4. The Lessee Company shall, before the execution and delivery of the contract of renewal, cause its capital stock to be increased in the sum of \$2,000,000, making its total capital stock \$5,000,000, the proceeds of said additional capital stock to be invested in property to be used in the operation of the road, and to be pledged under the mortgage to the City to secure the rental.

SECTION 5. Rental, according to the terms of the present lease, to be paid in cash up to and including the payment of July 12, 1902. The rental subsequent to July 12, 1902, becoming due under the terms of the present lease to be paid at the rate of one million and fifty thousand dollars (\$1,050,000) per annum in cash on the quarterly due dates, and the remainder of \$50,000 per quarter to be deferred from time to time as it accrues, and to be paid in quarterly payments of \$10,000 per quarter, being at the rate of \$40,000 per annum, with interest on all such deferred payments at the rate of 3 per centum per annum, payable quarterly, until paid. Such quarterly payments of \$10,000 to begin October 12, 1902.

SECTION 6. That the time of extension of said lease shall be for and during the full term of sixty (60) years from the date of the expiration of the present term, that



THE POUNSFORD STATIONERY CO., 131 to 137 EAST FOURTH STREET, CINCINNATI, OHIO.

Importers and Wholesale Dealers in Stationery, Fancy Goods, Druggists' Sundries and School Supplies. Manufacturers of Blank Books and Office Supplies. Engravers, Printers and Binders. Agents for the Oliver Visible Typewriter.

is to say, until the 12th day of October, A. D. 1966. Said party of the second part to HAVE and to HOLD the demised premises and all additions and improvements thereon for the term above stated upon the terms and conditions stipulated in said lease and in this indenture extending the same.

The annual rent hereby reserved, which the party of the second part covenants and agrees for itself, its successors and assigns, to pay to the party of the first part, its successors and assigns, in lawful money of the United States of America at the treasury of the City of Cincinnati, Ohio, payable quarterly on the 12th days of January, April, July and October in each and every year of the extended term hereby granted, shall be the sums following, to wit: During the first period of twenty years of the said extended term hereby granted the annual rental of one million and fifty thousand dollars;



IN THE LOBBY, PALACE HOTEL.

Corner Sixth and Vine Streets, Cincinnati, Ohio.

Walter H. Maxwell, Manager. Rates, \$1.00 and up. The Palace boasts the great number of 57,804 arrivals in 1901.

during the second period of twenty years of the said extended term hereby granted the annual rental of one million one hundred thousand dollars; during the third period of twenty years of the said extended term hereby granted the annual rental of one million two hundred thousand dollars.

SECTION 7. That the quarterly installments of rents reserved in the lease and in this indenture, and the amount payable quarterly under clause nine (9) of the lease shall bear interest at the rate of five per centum per annum for each day's delay by non-payment upon the days fixed therefor in said lease and in this indenture. Provided, however, that this stipulation as to interest on overdue installments of rent and amounts payable under clause nine (9) of the lease shall not be taken to be, and shall not be, a waiver of the right of forfeiture as contained in clause thirteen (13) of said lease.

SECTION 8. Within six months after the delivery of this contract of renewal, the Lessee Company shall file with the Trustees, in duplicate, a schedule of all its motive power, rolling stock and other equipment used on or in connection



THE ENQUIRER JOB PRINTING CO.
4, 3-4, 5 East Eighth Street, Cincinnati, Ohio.
Theatrical and Poster Printers.

proper cost its books at least once a year for a full and complete examination to a public accountant or accountants or auditing company, duly licensed or incorporated under the laws of New York or of Ohio, and the certificate of said accountant or accountants or auditing company, as to the correctness and fullness of the company's report in respect to its earnings and expenses and its financial condition shall be filed at the close of each fiscal year with the Trustees and be published in the Company's annual reports.

SECTION 11. Clause 14 of the original lease,

with the operations of the railway, and thereafter similar schedules shall be so filed not later than sixty days after the first days of January and July of each year.

SECTION 9. The party of the second part covenants and agrees with the party of the first part that it will not enter into any agreement, expressed or implied, or any running or other arrangement whereby the freight or passenger traffic shall be diverted from said railway, or whereby the charges on the same going to or coming from points north or south of Cincinnati or Chattanooga shall be in excess of the charges made for such traffic between same points of origin and destination by other roads.

SECTION 10. The Lessee Company agrees to submit at its own



VIEW OF THE CINCINNATI CONSERVATORY OF MUSIC
From the Highland Avenue entrance. Miss Clara Baur, Directress. Oak Street, Highland and Burnet Avenues, Cincinnati, Ohio, U. S. A.



S. HANNAFORD & SONS, ARCHITECTS
PARTIAL VIEW OF CONCERT HALL AND ADMINISTRATION BUILDING OF
THE CINCINNATI CONSERVATORY OF MUSIC.

Miss Clara Baur, Directress. Oak Street, Highland and Burnet Avenues, Cincinnati, Ohio, U. S. A.
Established 1867.

providing for arbitration, is hereby abrogated and annulled, and all rights of arbitration thereunder shall cease in respect to both past and future cases, and in lieu and in place of said clause 14 the following is substituted, which shall apply to the term yet to run of the present lease as well as the extension thereof hereby granted, viz.:

It is further mutually covenanted and agreed by the parties hereto that all questions of difference arising between the parties hereto in relation to the construction of this agreement, or otherwise in reference to the rights of the parties thereunder, shall, upon the written demand of either party, stating in such demand the question or questions claimed to be in dispute, be submitted upon an agreed statement of facts to the Superior Court of Cincinnati, or if there be no such court then to the Court of Common Pleas of Hamilton County, Ohio, but if the parties hereto shall fail to make an agreed statement of facts within thirty days after a demand as aforesaid, then each of the parties hereto shall have the right to bring a civil action in either of said courts, and the proceedings in said courts upon an agreed statement of facts or in said civil action shall be conducted in accordance with the laws of Ohio with right of either party to review by petition in error or appeal the judgment rendered therein.

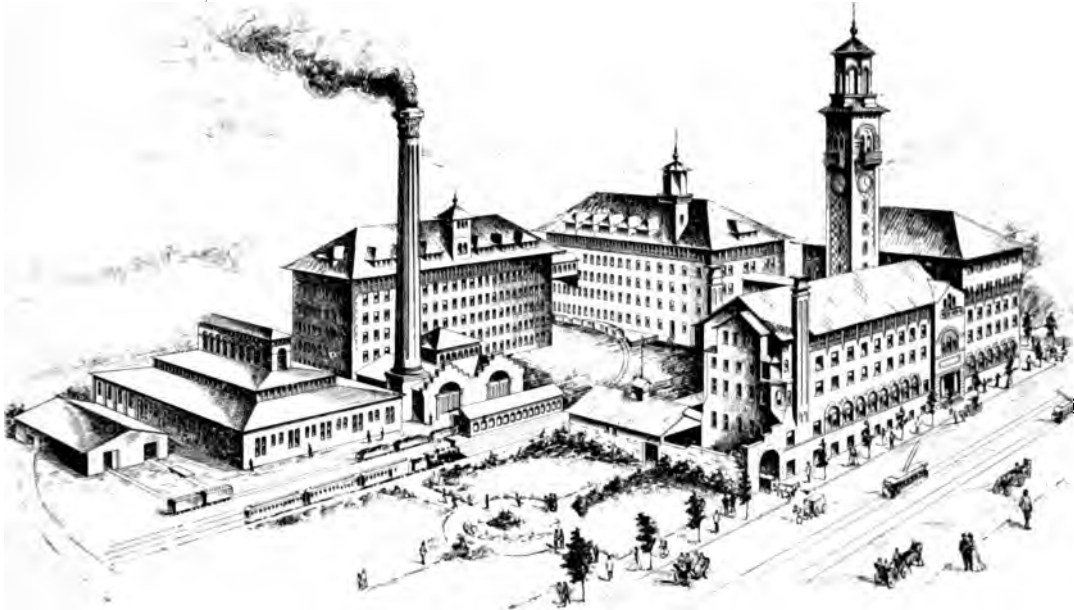


S. HANNAFORD & SONS, ARCHITECTS
A CORNER IN THE LIBRARY OF
THE CINCINNATI CONSERVATORY OF MUSIC.

Miss Clara Baur, Directress. Oak Street, Highland and Burnet Avenues,
Cincinnati, Ohio, U. S. A.

The Cincinnati Southern Railway

If the subject-matter of the controversy relates to a forfeiture or right of re-entry and the final judgment shall be that the said Trustees of the Cincinnati Southern



THE CINCINNATI PIANO FACTORIES OF THE BALDWIN COMPANY.
Grand Prix, Paris Exposition, 1900. The World's Highest Honors.

Railway have a right of re-entry and that the original lease or the extension thereof herein granted has been forfeited, the said party of the second part hereby covenants and agrees with the party of the first part to execute and deliver to the said Trustees a surrender of the original lease and this extension thereof and all rights under the same with power and authority to said Trustees to take

possession of the said line of railway and its appendages, with all additions to and improvements thereof including all new constructions and reconstructions thereon, and all other property by said Lessee Company to be surrendered upon the termination of the original lease or the extension thereof as herein provided.

SECTION 12. That at the execution and delivery of this indenture the said party of the second part shall execute, acknowledge and deliver to the Trustees of the Cincinnati Southern Railway a deed confirming the mortgage executed and acknowledged on the 11th day of October, 1881, given by the Cincinnati, New Orleans and Texas Pacific Railway Company to said Trustees and extending the lien thereof to all property thereby covered or to be hereafter acquired as



BROWN MINING COMPANY, EMORY GAP, TENNESSEE.

With mines at North Carter, South Carter, Chamberlains, Tarwater and Pyotts, Tennessee, this Company is the largest miners of Iron Ore on the line of the Cincinnati Southern Railway.

security for the performance of the covenants of said lease and of this indenture and of any supplemental agreement made pursuant to the act mentioned in section 14 hereof.

SECTION 13. The original lease, dated October 11, 1881, is to remain in full force during the term therein granted and during the extension thereof hereby granted, except so far as the same is modified or amended by this indenture, and the said



BIRD'S-EYE VIEW OF THE ROSS-MEEHAN FOUNDRY COMPANY'S WORKS, CHATTANOOGA, TENNESSEE.
 Grey and Malleable Iron Founders, M. C. B. Couplers, Wheels and all kinds of Castings.

party of the second part for itself, its successors and assigns, hereby covenants and agrees with the said party of the first part, its successors and assigns, that it will keep and perform all the covenants, stipulations and agreements thereof and of this indenture, and will not evade or violate any of the same.

SECTION 14. This contract of modification and extension shall be of no force or effect unless and until the question of the issuance of the bonds provided for in sections two (2), three (3) and four (4) of the act of the General Assembly of the State of Ohio, passed April 23, 1898 (93 Ohio L. 637), shall have been submitted to a vote of the qualified electors of the City of Cincinnati in the manner provided for in said act, and a majority of all votes cast upon the question of the issuance of said bonds at such election shall have been cast in favor of the issuance of the same, and shall likewise be of no force or effect in the event of a final adjudication of the Supreme Court of the United States that renders this or the supplemental agreement between the parties hereto, made pursuant to section 3 of said act, invalid in law.

IN WITNESS WHEREOF, Edward A. Ferguson, John Carlisle, Harry R. Smith, Thomas Morrison and John R. Sayler, Trustees of the Cincinnati Southern Railway, authorized by resolution of said Board of Trustees of Southern Rail-

The Cincinnati Southern Railway

way, have, on this 7th day of June, 1902, affixed their hands and seals; and the Board of Trustees of the Sinking Fund of the City of Cincinnati, in evidence of their approval hereof, have caused these presents to be attested upon the day and year above mentioned, by the signature of Charles P. Taft, President of said Board of Trustees of the Sinking Fund; and the said The Cincinnati, New Orleans and Texas Pacific Railway Company has, upon the day and year last above mentioned, caused this indenture to be signed and sealed by Samuel Spencer, its President, and W. A. Shoemaker, its Secretary, as the act and deed of said The Cincinnati, New Orleans and Texas Pacific Railway Company, and its corporate seal to be hereunto affixed by its said Secretary; the question of making such extension and modification having been submitted to a vote of the qualified electors of said city at a general election held in said city upon the 5th day of November, 1901, and a majority of all the votes cast upon the question at said election having been cast in favor thereof.

Executed in triplicate upon the day and year above mentioned.

Witness :
W. T. PORTER,
STANLEY FERGUSON.

EDWARD A. FERGUSON, [Seal]
JOHN CARLISLE, [Seal]
HARRY R. SMITH, [Seal]
THOMAS MORRISON, [Seal]
JOHN R. SAYLER, [Seal]

TRUSTEES OF THE SINKING FUND OF THE CITY OF CINCINNATI.

By CHARLES P. TAFT, *President*.

THE CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RAILWAY
COMPANY.

By SAMUEL SPENCER, *President*, and
W. A. SHOEMAKER, *Secretary*.

{ Seal of the
{ C., N. O. & T. P. Ry. }

Attest :
W. A. SHOEMAKER, *Secretary*.

CHAPTER XX.

SUPPLEMENTAL AGREEMENT.

WHEREAS, the General Assembly of the State of Ohio did, by an act passed April 23, 1898 (93 Ohio L. 637), entitled "An act supplementary to an act relating to cities of the first class having a population exceeding one hundred and fifty thousand inhabitants, passed May 4, 1869 (66 Ohio L. 80)," authorize the trustees of any railway, referred to in said act, to agree, with the approval of the Trustees of the Sinking Fund referred to in said act, with the lessee of any railway therein referred to, to modify the terms and extend the time of grant in any lease of such railway for such length of time and upon such terms and conditions as shall be fixed and provided by said Board of Trustees, subject, however, to the vote of the qualified electors of any city referred to in said act; and,

Whereas, said act did also make it lawful for said Board of Trustees to borrow, as a fund for terminal facilities and permanent betterments for the line of railway therein referred to, a sum not exceeding two million five hundred thousand dollars (\$2,500,000), and to issue bonds therefor; provided, however, that no more than five hundred thousand dollars (\$500,000) shall be borrowed, or bonds issued therefor, in any one year; and,

Whereas, said act did further empower the trustees of such line of railway to agree with any lessee of said line of railway that they would exercise the powers granted them in section two (2) of said act, on condition that the company, lessee of said railway mentioned in said act, enter into a supplemental agreement with said trustees of said railway, obli-

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BURKHARDT BROS. & CO.
No. 8 East Fourth Street, Cincinnati, Ohio.
Fine Hats, Dunlap Agency, Haberdashery, Shirt Makers.

The Cincinnati Southern Railway

gating itself, as and by way of additional rental for said line of railway, to pay said Trustees such sum annually as will equal the interest charge upon said bonds and provide a sinking fund for their redemption at maturity.

Now, this indenture, made between the Board of Trustees of the Cincinnati Southern Railway, party of the first part, and The Cincinnati, New Orleans and Texas Pacific Railway Company, party of the second part, with the approval of the Trustees of the Sinking Fund of the City of Cincinnati, witnesseth, and it is mutually covenanted and agreed by said parties, each for itself, its successors and assigns, as follows:

First. That, in case the time of grant in the present lease of said Cincinnati Southern Railway be extended for a period of sixty (60) years from the date of the expiration of said lease, said Trustees shall and will exercise the powers granted them in section two (2) of said act, and shall and will borrow the sum of two million five hundred thousand dollars (\$2,500,000), as and for a fund for terminal facilities and permanent betterments for said line of railway, and shall and will issue bonds therefor under and in accordance with the provisions of sections two (2), three (3) and four (4) of said act, and shall and will expend thereof, beginning not later than January 1, A. D. 1902, a sum sufficient to provide, in their judgment, proper terminal facilities in Cincinnati, Ohio, for said line of railway. And, as far as said Trustees legally may, the location, dimensions of real property acquired and the plans for all structures erected and all improvements made from such funds shall be subject to the written approval of the said The Cincinnati, New Orleans and Texas Pacific Railway Company.

That, in consideration of the foregoing, the said The Cincinnati, New Orleans and Texas Pacific Railway Company, in case the time of grant in its present lease of said



NEW SODDY COAL COMPANY, SODDY, TENNESSEE.

General Offices, Chattanooga, Tennessee.

The oldest mining camp in the State. Capacity, 1,000 tons per day. The Company operate also a battery of gas coke ovens. Number of employes, 600 men. This mine was operated long before the Civil War and before railroads were known in this section of the country. The product was shipped at that time by barge and steamboat to Chattanooga and Knoxville. D. P. Mongague, President; D. H. Rains, Secretary and Treasurer; John A. Rule, Manager; W. H. Wigton, Engineer.

Supplemental Agreement

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Cincinnati Southern Railway be extended for a period of sixty (60) years from the date of the expiration of its present lease, shall and will pay to the said Trustees of the Cincinnati Southern Railway, as and by way of additional rental for said line of railway mentioned in its said lease, and in the indenture extending the same, such sum annually as will equal the interest charge upon the bonds issued in pursuance hereof, or such portion thereof as may from time to time be issued, and the further sum of one (1) per centum per annum on bonds so issued to provide a sinking fund for their redemption at maturity; such payments to be made semi-annually on the first days of January and July of each and every year; the time of maturity of the bonds so issued to be at such period that such sinking fund shall so redeem them.

Second. That all of the provisions, terms and conditions contained in the said lease of the Cincinnati Southern Railway executed by the Trustees of the Cincinnati Southern Railway to The Cincinnati, New Orleans and Texas Pacific Railway Company, of date October 11, A. D. 1881, and as extended and modified, relating to the payment of rental, excepting as to the time of payment thereof, shall be, and hereby are, made applicable to the payment of the additional rental herein stipulated to be paid, and especially in case the said The Cincinnati, New Orleans and Texas Pacific Railway Company shall at any time or times fail to make the payments herein stipulated to be made by it when and as the same shall become payable as herein specified, and shall continue in default in respect to such payment for the period of ninety (90) days, then and in either and every such case the right to re-enter, contained in clause thirteen (13) of the said original lease, dated October 11, A. D. 1881, and as extended and modified, between the parties hereto, may be exercised.

Third. That the amounts payable for additional rental as herein stipulated shall bear interest at the rate of five per centum per annum for each day's delay by non-payment upon the days fixed therefor; provided, however, that this stipulation as to interest on overdue payments shall not be taken to be, and shall not be, a waiver of the right of forfeiture under clause thirteen of the said original lease as herein provided.

Fourth. That the performance of the covenants of this supplemental agreement shall be secured in like manner as the covenants of the agreement executed between the same parties extending the time of grant of the present lease of the said Cincinnati Southern Railway.

IN WITNESS WHEREOF, Edward A. Ferguson, John Carlisle, Harry R. Smith, Thomas Morrison and John R. Sayler, Trustees of the Cincinnati Southern Railway, authorized by resolution of said Board of Trustees of the Cincinnati Southern Railway, have, on this 7th day of June, 1902, affixed their hands and seals, and the Board of Trustees of the Sinking Fund of the City of Cincinnati, in evidence of their approval hereof, have caused these presents to be attested upon the day and year above mentioned, by the signature of Charles P. Taft, President of the said Board of Trustees of the Sinking Fund; and the said The Cincinnati, New Orleans and Texas Pacific

The Cincinnati Southern Railway

Railway Company has, upon the day and year last above mentioned, caused this supplemental agreement to be signed and sealed by Samuel Spencer, its President, and by W. A. Shoemaker, its Secretary, as the act and deed of the said The Cincinnati, New Orleans and Texas Pacific Railway Company, and its corporate seal to be hereto affixed by its said Secretary; the question of the issuance of the bonds provided for by this supplemental agreement having been submitted to a vote of the qualified electors of the City of Cincinnati, Ohio, at a general election held in said city on the 5th day of November, A. D. 1901, and a majority of all the votes cast upon the said question at said election having been cast in favor thereof.

Executed in triplicate upon the day and year above mentioned.

Witness:
W. T. PORTER.
STANLEY FERGUSON.

EDWARD A. FERGUSON, [Seal]
JOHN CARLISLE, [Seal]
HARRY R. SMITH, [Seal]
THOMAS MORRISON, [Seal]
JOHN R. SAYLER, [Seal]

TRUSTEES OF THE SINKING FUND OF THE CITY OF CINCINNATI.

By CHARLES P. TAFT, *President*.

THE CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RAILWAY
COMPANY.

By SAMUEL SPENCER, *President*, and
W. A. SHOEMAKER, *Secretary*.

(Seal of the)
(C., N. O. & T. P. Ry.)

Attest:

W. A. SHOEMAKER, *Secretary*.



A TYPICAL SOUTHERN VALLEY ALONG THE QUEEN & CRESCENT ROUTE.

Trustees of the Cincinnati Southern Railway.

DATE OF APPOINTMENT.	TRUSTEES.	DEATHS AND RESIGNATIONS.	SUCCESSORS.
1869, June 30.	Richard M. Bishop.	Died Mar. 3, 1892.	John E. Bell.
1869, June 30.	Edward A. Ferguson		
1869, June 30.	Miles Greenwood.	Died Nov. 5, 1885.	John Carlisle.
1869, June 30.	Philip Heidelbach.	Res. Feb. 4, 1876.	Henry Mack.
1869, June 30.	William Hooper.	Res. Jan. 26, 1875.	W. W. Scarborough.
1875, Feb. 15.	W. W. Scarborough.	Res. Nov. 13, 1875.	Alphonso Taft.
1875, Dec. 13.	Alphonso Taft.	Res. May 9, 1876.	John Schiff.
1876, Mar. 12.	Henry Mack.	Died Dec. 23, 1896.	Thomas Morrison.
1876, May 22.	John Schiff.	Died Feb. 9, 1878.	A. H. Bugher.
1878, Feb. 14.	A. H. Bugher.	Died June 26, 1889.	Harry R. Smith.
1885, Dec. 5.	John Carlisle.		
1890, Feb. 14.	Harry R. Smith.		
1893, Dec. 30.	John E. Bell.	Died Mar. 25, 1895.	John R. Sayler.
1897, Mar. 16.	John R. Sayler		
1897, Mar. 16.	Thomas Morrison.		

Table showing the Vote upon each of the Bond Issues, Sale of the Railway and the Extension of the Lease.

DATE.	QUESTION.	YES.	NO.
1869, June 26.	Providing line of railway \$10,000,000.	15,435	1,500
1876, Mar. 14.	\$6,000,000.	21,433	9,323
1878, May 3.	\$2,000,000.	11,179	11,349
1878, Aug. 14.	\$2,000,000.	16,224	10,424
1896, Aug. 3.	Sale of railway.	15,493	15,931
1901, Nov. 5.	Modification and extension of lease.	47,486	15,168
1901, Nov. 5.	Terminal facilities bonds, \$2,500,000.	46,658	14,603



JAMES J. HOOKER.

One of the Committee of the Banquet held at Music Hall, March 18, 1880.

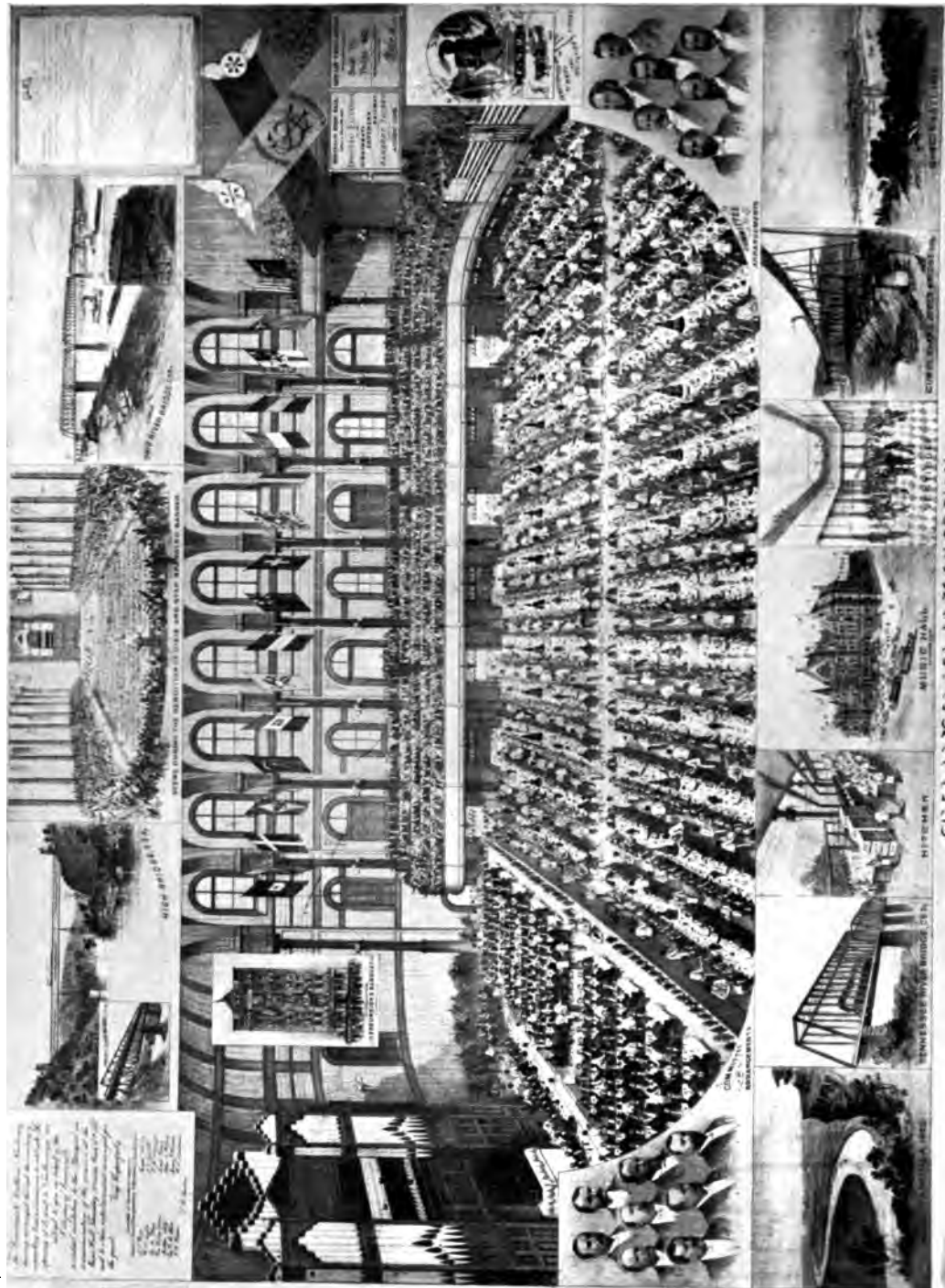
See page 214.



EDWARD N. ROTH.

Caterer for Grand Banquet held at Music Hall, March 18, 1880.

See page 214.



COMMITTEE.

- J. W. Harper,
- Matthew Addy,
- S. H. Burton,
- W. H. Blymyer,
- Louis Krohn,
- W. S. Dickinson,
- J. J. Hooker,
- Geo. W. McAlpin,
- L. C. Weil,
- J. A. Scarlett,
- Wm. Henry Davis,
- Joseph Kinsey,
- John A. Wilson,
- W. W. Taylor,
- James M. Glenn.

GRAND BANQUET

Given by the citizens of Cincinnati to the visiting merchants from the South, at the Music Hall,
 March 13, 1880, in commemoration of the completion of the Cincinnati Southern Railway.

The Monon Route.

THE Chicago, Indianapolis & Louisville Railway, or "Monon Route," as it is popularly known, traverses one of the richest portions of the great central valley of the United States, and the center also of its population, and forms the main connecting link between Chicago and the Ohio River. Built originally northward from Louisville with intent to strike a lake port at Michigan City, it eventually absorbed the Indianapolis & Chicago "Air Line," and so acquired, by traffic arrangement with the Cincinnati, Hamilton & Dayton Railway, a direct route from Chicago to Cincinnati and the South, as well as its own double line to Louisville, from Chicago and Michigan City. The rich deposits of coal and building stone and the great forests of hardwood timber in Southern Indiana and the agricultural products of the rich farms of the central counties have furnished a freight traffic that has taxed the capacity of the road to the utmost and necessitated its rebuilding and re-equipment with the heaviest of rail and track and the most modern of locomotives and rolling stock.

The famous oolitic stone quarries of Bedford (and extending for a distance of fifty miles along the Monon) are in some respects the most notable quarries in the country, if not in the world. The stone is perfectly homogeneous, without stratification, and hence has no seams to occasion splitting. It is soft in texture, but hardens when exposed to the air, and, while similar to the famous Portland stone of England, of which St. Paul's Cathedral is built, is much tougher and more elastic than any other stone known and perfectly adapted to architectural use of all kinds and in all climates. It is quarried by steam channelers, which carve it out in prisms six by ten, fifty and even one hundred feet long, putting to shame the boasted prodigies of Egyptian and Assyrian civilization. It is then sawed into blocks and steam planers carve and mold it like wood, and more accurately than mallet and chisel, and prepare



IN THE LAND OF THE SKY.
Southern Railway.

The Monon Route

it for the finest sculptured or ornamental work. It has been used in many of the finest public structures in the country—the Louisville Custom House, the New Orleans Cotton Exchange, the Illinois State House, the Indianapolis State House, new Court



ALONG THE FRENCH BROAD, NEAR ASHEVILLE,
Southern Railway.

House and Post Office, and the famous Soldiers' Monument in that city, besides many of the finest public and private buildings in New York, Boston and Philadelphia. The output of a single quarry at Bedford amounts to a million and a half cubic feet per annum, and the entire deposit is sufficient to reproduce in enduring stone every city in the land. Valuable sandstone quarries have recently been uncovered and give promise of a successful development. A superior quality of Portland cement is being made in the oolitic stone region and fine deposits of kaolin invite the establishment of porcelain

factories. The Monon Route possesses in its sulphur-saline springs at French Lick and West Baden another source of natural wealth which claims superiority over all of its kind. These springs, numbering a dozen or more, are of varying strength and qualities and have been known for over a century for their remarkable curative virtues. As new hotels have been constructed they have been found each year inadequate to provide for the thousands who flock, winter and summer, to seek the famous water cure. During the past winter new fireproof hotels have been erected at French Lick and West Baden and the two resorts will be able to accommodate nearly two thousand guests at one time. The country in the neighborhood of the springs is rugged and characterized by great natural beauty and picturesqueness. Every kind of outdoor sport as well as indoor exercise is provided and the springs are well and favorably known to athletes from the Atlantic to the Pacific as a training place par excellence.

In the central and northern part of the State are the great breeding farms and cattle ranches. Lafayette, Frankfort, Delphi and Monticello are noted for their blooded stock, while the reclaimed marshes of the Kankakee are now feeding great herds of cattle brought up from Texas and Missouri to fatten upon the sweet, rich grasses of Indiana. Here, too, are hundreds of acres of sugar beets, the beginning of

a new industry that will place Indiana among the first sugar-producing States of the Union. The Kankakee marshes form the great game preserve of Indiana—a duck park a hundred miles in extent, from which the pot hunter is rigorously excluded and where the mallard, the red head, the teal and the plover reign in all their native glory.

Cedar Lake is a beautiful picnic resort, thirty-five miles from Chicago. The lake is three miles in extent and is noted as one of the finest black-bass waters in the country, bass from five to seven pounds having repeatedly been taken with the rod by followers of the gentle art.

The Monon is noted as a college line, for besides the great educational institutions at Chicago, Indianapolis and Louisville, there are the Indiana University at Bloomington, Depauw University at Greencastle, Perdue University at Lafayette, Wabash College at Crawfordsville, St. Joseph's Academy at Reusselaer, besides a dozen smaller institutions, whose alumni are now serving their country in the army, the schools and in the higher seats of learning from Indiana to the Philippines.

Chicago, the northern terminus of the Monon, might be described by a modern Sir John Mandeville as the navel of the continent, the pearl and lady city of America. Enthroned like a queen at the head of a chain of inland seas a thousand

miles in extent, she reaches her hands alternately to the Atlantic, the Pacific, the great Northwest and the Gulf. Like Nuremburg of old, Chicago stretches her hand to every land, and to reach Chicago is to reach the world. The Monon Route, in connection with the Cincinnati, Hamilton & Dayton Railway, runs four daily trains between Chicago and Cincinnati, connecting with the Queen & Crescent for all points in the South. Between Chicago and Louisville the Monon has a double daily service, including a through sleeper to French Lick Springs. The trains and service of the Monon are up to date in every particular and are noted above all others of the Central West for their promptness, comfort and luxury. In fact, "Monon Route" has become a synonym for a comfortable journey.



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Cincinnati, Hamilton & Dayton Route.

THE Cincinnati, Hamilton & Dayton Railway, popularly known as the C. H. & D., is one of the oldest roads in the West. It was the second railway to enter Cincinnati. This Company was chartered March 2nd, 1845. The original line extended from Cincinnati to Dayton, O. Its passenger service was inaugurated by a complimentary trip given to prominent Cincinnati citizens on September 19th, 1851. The regular service went into effect three days later and consisted of one train each way a day with three hours and thirty minutes as scheduled time to make the trip. The present schedule consists of eight trains each way a day with an average running time of about one hour and thirty minutes. Freight business was not commenced until November 5th, 1851, and was considered secondary to the passenger. All instructions contained the prominent clause, "Freight trains in no case will interfere with passenger business." In 1862 the line Dayton to Toledo was leased; in 1872 the line Hamilton to Indianapolis. These comprise what is known as the main lines of the Cincinnati, Hamilton & Dayton System; its branch lines, Dayton to Ironton, Dayton to Delphos, Deshler to Findlay, Tontogany to North Baltimore, Hamilton to Middletown and Findlay to Fort Wayne, being purchased and operated since that time.

This system has an unusually large local and suburban passenger traffic, as it touches a great many of Ohio and Indiana's most prosperous cities, between which there is an enormous freight and passenger business. Through sleeping and parlor car lines are operated between Cincinnati and Detroit via Toledo and the Michigan Central Railway, between Cincinnati and Chicago via Indianapolis and the Monon Route and between Cincinnati and Springfield, Ill., via Indianapolis and Indiana, Decatur & Western, the latter being practically a Cincinnati, Hamilton & Dayton line. The service on these through lines is maintained at a degree of excellence.

The sleeping, parlor and café dining cars represent the finest type of modern equipment, the whole reflecting creditably on the present officials: M. D. Woodford, President; C. G. Waldo, General Manager; A. H. McLeod, Freight Traffic Manager; D. G. Edwards, Passenger Traffic Manager.



ALONG THE BEAUTIFUL MIAMI.
On C. H. & D. Railway.

The Southern Railway System.

THE dominating influence in Cincinnati Southern affairs at the present time is that of the Southern Railway Company. Mr. Spencer, as President of both the Southern and the Cincinnati, New Orleans & Texas Pacific Companies, is one of the most striking exponents of that present policy of finance covered by the broad term "consolidation," and he has solidified and developed numerous railroad properties, large and small, into the Southern System, so that in future years the South will accredit much of its development, social, political and educational as well as material, to his broad-sighted view of what was most needed in order to open her doors to the greatest amount of leavening influence from without.

In his policy of consolidation and combination he has seen fit, while retaining to Cincinnati the city's cherished preference for her own Cincinnati, New Orleans & Texas Pacific organization, to so combine the traffic interests of all concerned as to place the Cincinnati Southern where her earning capacity has never been greater nor her future outlook brighter.

The Southern Railway embraces in the system proper an aggregate of 6,754 miles, to which should

be added, as being dominated by Southern interests, the Alabama Great Southern, 310 miles; the Cincinnati, New Orleans & Texas Pacific, 338 miles; the Mobile & Ohio, 879 miles; the Augusta Southern, 84 miles; the Georgia Southern & Florida, 285 miles, and the Northern Alabama, 108 miles—making a magnificent total of 8,758 miles.

This closely-connected system covers the territory from the Ohio and Potomac on the north and the Mississippi on the west to the great southeastern seaboard, finding an outlet at the ports of Norfolk and West Point on Chesapeake Bay, Charleston, Savannah and Brunswick on the Atlantic, and at Mobile and



C. A. BENSOTER.
Assistant General Passenger Agent
Southern Railway, Chattanooga.



H. M. WAITE,
Superintendent Cincinnati Division
Queen & Crescent Route.

The Southern Railway System

New Orleans on the Gulf. From these ports a network of rail lines places the system in communication with the North through its terminals at St. Louis, Louisville and Cincinnati on the west and through Washington in the east, while the Mississippi River is reached at St. Louis, Memphis, Greenville, Vicksburg and New Orleans (the two latter via the Queen and Crescent).

The traffic interests of such a system are well nigh national in scope. Under the guidance of Mr. W. W. Finley, the Second Vice-President, this great business is conducted in a manner at once so systematic as to detail and so comprehensive from the wider points of view as to be well nigh perfect, and passengers and freight are handled daily to practically all parts of the world without delay or friction.



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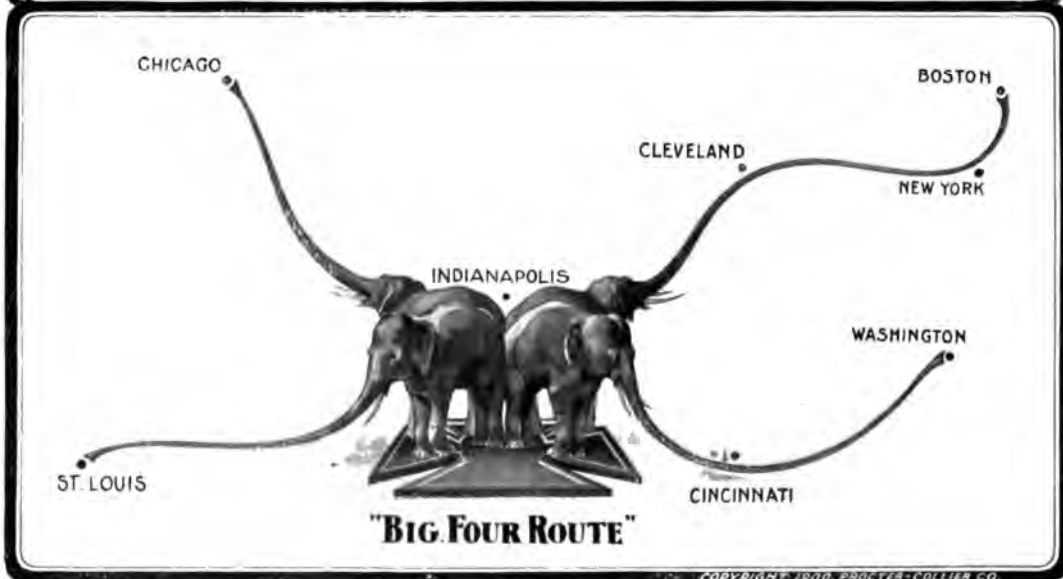
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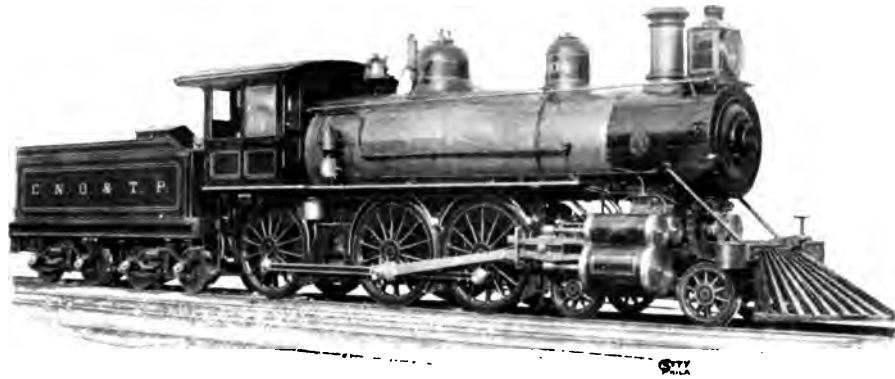
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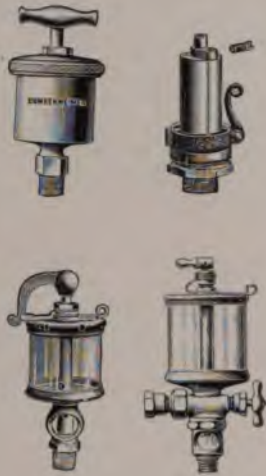
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THE CINCINNATI SOUTHERN RAILWAY—*A History*

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